

## **Part 71—Designation of Federal Airways, Area Low Routes, Controlled Airspace, Reporting Points, Jet Routes, and Area High Routes**

This change adds three preambles to Federal Aviation Regulation Part 71:

Amendment 71-15, Airspace Reclassification, adopted March 13, 1992;

Amendment 71-16, Terminal Airspace Reconfiguration, adopted August 13, 1992; and

Amendment 71-17, Terminal Airspace Reconfiguration, adopted October 7, 1992.

Bold brackets appear around the revised material for § 71.1. The amendment number and effective date of the new material appear in bold brackets at the end of each affected section.

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### **Page Control Chart**

<b>Remove Pages</b>	<b>Dated</b>	<b>Insert Pages</b>	<b>Dated</b>
		P-73 through P-170	Ch. 1
Subpart A	—	Subpart A	Ch. 1
Note, Subpart A	—	Note, Subpart A	Ch. 1

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Suggest filing this transmittal at the beginning of the FAR. It will provide a method for determining that all changes have been received as listed in the current edition of AC 00-44, Status of Federal Aviation Regulations, and a check for determining if the FAR contains the proper pages.



will amend the listings of Federal airways, area low routes, jet routes and other airspace areas incorporated by reference in Part 71 during the incorporation by reference period.

**EFFECTIVE DATE:** This amendment is effective as of March 19, 1992 through September 15, 1993.

**FOR FURTHER INFORMATION CONTACT:** Mr. William Mosley, Air Traffic Rules Branch, (ATP-230), Airspace Rules and Aeronautical Information Division, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9251.

**SUPPLEMENTARY INFORMATION:**

**Background**

FAA Order 7400.7 lists the airspace descriptions for all jet routes, area high routes, Federal airways, control areas, control area extensions, area low routes, control zones, transition areas, terminal control areas, airport radar service areas, positive control areas, and reporting points. Due to the length of these descriptions, the FAA requested approval from the Office of the Federal Register to incorporate the material by reference in § 71.1. The Director of the Federal Register approved the incorporation by reference of FAA Order 7400.7 in § 71.1 as of December 17, 1991 through September 15, 1993. However, § 71.1 did not describe how the FAA would handle changes to the airspace designations incorporated by reference in Part 71. This rule explains how the FAA will amend these listings.

**The Rule**

During the incorporation by reference period, the FAA will process all proposed changes of the airspace listings in FAA Order 7400.7 in full text as proposed rule documents in the Federal Register. Likewise, all amendments of these listings will be published in full text as final rules in the Federal Register. The FAA will periodically integrate all final rule amendments into a revised edition of FAA Order 7400.7, and submit the revised edition to the Director of the Federal Register for approval for incorporation by reference in § 71.1.

The FAA has determined that this action: (1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal.

This action is an amplification and clarification of an existing rule and does not place any new restriction or requirements on the public. Further, the FAA finds that this amendment does not involve a change in the dimensions or operating requirements of the airspace listings incorporated by reference in Part 71. Consequently, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Because this action merely describes how the FAA will amend the listings contained in FAA Order 7400.7, the FAA finds that good cause exists, pursuant to 5 U.S.C. 553(d), for making the amendment effective in less than 30 days.

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 effective March 19, 1992.

The authority citation for Part 71 continues to read as follows:

*Authority:* 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

(ARSAs). The revisions will modify the lateral and vertical dimensions of the control zones and transition areas; revise the lateral dimension of the surface area of the Anchorage, Alaska ARSA; lower the ceiling of the Chicago, Midway Airport, Illinois ARSA so it does not overlap the Chicago, O'Hare International Airport TCA; replace the El Toro, California Special Air Traffic Rules Area with a Class D airspace area; and modify the names and the language in the airspace descriptions of specific TCAs and ARSAs. This amendment will ease the conversion from existing control zones and transition areas to the new airspace designations established under the Airspace Reclassification final rule, which is effective September 16, 1993, and is consistent with the primary intention of airspace reclassification to simplify airspace designations.

**EFFECTIVE DATES:** The amendment to § 71.1, which is currently in effect, becomes effective October 15, 1992. The amendment to § 71.1, which is effective September 16, 1993, becomes effective September 16, 1993.

**FOR FURTHER INFORMATION CONTACT:** Mr. William M. Mosley, Air Traffic Rules Branch, ATP-230, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-9251.

## **SUPPLEMENTARY INFORMATION:**

### **Background**

On December 17, 1991, the final rule for Airspace Reclassification was published (56 FR 65638). The new airspace classes are effective September 16, 1993. The final rule amends Federal Aviation Regulations (FAR) Part 71 (14 CFR Part 71) to reclassify U.S. airspace in accordance with the airspace classes adopted by the International Civil Aviation Organization (ICAO).

Under the amended Part 71 effective September 15, 1993, positive control areas (PCAs), jet routes, and area high routes are classified as Class A airspace areas; TCAs are classified as Class B airspace areas; ARSAs are classified as Class C airspace areas; control zones and airport traffic areas for airports with operating control towers that are not associated with the primary airport of a TCA or an ARSA are classified as Class D airspace areas; all other controlled airspace areas are classified as Class E airspace areas; and airspace that is not otherwise designated as a controlled airspace area is classified as Class G airspace.

The implementation of the Airspace Reclassification final rule includes reviews of certain existing airspace areas to ensure that they meet the new airspace classifications. The reviews of certain existing airspace areas focus on control zones, transition areas, and offshore airspace. The first of these reviews, which is addressed in this amendment, focuses on control zones and transition areas. Soon to be published, the Notice of Proposed Rulemaking (NPRM) entitled "Offshore Airspace Reconfiguration; Additional Control Areas; Continental Control Area; Area Low Routes; Control Areas Associated with Jet Routes Outside the Continental Control Area; Reporting Points; Flushing (New York) Airport Traffic Rule; and Valparaiso, Florida Terminal Area," will address offshore airspace and any supplementary airspace matters. The FAA expects that the proposals in this subsequent NPRM, if promulgated, would be effective no later than September 16, 1993, the effective date of the Airspace Reclassification final rule.

Because this amendment is issued after the publication of the Airspace Reclassification final rule, but before the effective date of September 16, 1993, both existing and future terminologies are used. The actual airspace area descriptions are the same whether the airspace area is called: (1) a control zone and an airport traffic area for an airport with an operating control tower that is not associated with the primary airport of a TCA or an ARSA (current terminology), or a Class D airspace area (future terminology); (2) a control zone for an airport without an operating control tower (current terminology) or a Class E airspace area (future terminology); or (3) a transition area (current terminology) or



final rule becomes effective on September 16, 1993, each airspace description in § 171 of FAA Handbook 7400.7 will be changed as follows: (1) deleted, if a control zone is associated with a TCA or an ARSA; (2) redesignated as a Class D airspace area, if a control zone is at an airport with an operating control tower that is not associated with a TCA or an ARSA; or (3) redesignated as a Class E airspace area, if a control zone is at an airport without an operating control tower. On the same date, each airspace description in §§ 181, 401, and 501 of FAA Handbook 7400.7 will be redesignated as Class E, Class B, and Class C airspace areas, respectively. These changes are based on a review of each control zone and transition area using the revised criteria in Change 4 to FAA Order 7400.2C, *Procedures for Handling Airspace Matters*.

These changes supersede the listings in Subparts F, G, K, and L of Handbook 7400.7, and Subparts B, C, D, and Section 71.71(b), Subpart E, of Handbook 7400.9. The descriptions of control zones, transition areas, terminal control areas, and airport radar service areas as amended by this rule will be published in a supplement to the Handbook (Handbook 7400.7—Supplement).

The control zones and transition areas addressed in this final rule are classified into four basic categories: (1) control zones for the primary airports of TCAs or ARSAs; (2) control zones for airports with operating control towers not associated with the primary airports of TCAs or ARSAs; (3) control zones for airports without operating control towers; and (4) transition areas.

#### **Comments to Docket Number 26852**

Four comments on the NPRM were submitted to Docket Number 26852. These comments were by the Air Line Pilots Association (ALPA), the Experimental Aircraft Association (EAA), and two individuals. No comments were submitted to the FAA regions.

EAA and ALPA concur with the proposal. The two individuals oppose certain provisions of the NPRM. The issues addressed by the commenters include the education of the pilot community and the integration of airport traffic areas and control zones into Class D airspace areas.

#### **Pilot Education**

EAA expresses concern about educating pilots on Airspace Reclassification. EAA indicates that it will participate in pilot education. As part of EAA's participation in the Aviation Rulemaking Advisory Committee, EAA will distribute information through publications, documents, and safety forums to aid the transition to the new airspace classifications.

The FAA commends EAA's commitment to pilot education. As the FAA stated in the Airspace Reclassification final rule, educational material such as pocket guides, a video, and posters will be issued to instruct the aviation public on airspace reclassification.

#### **Comments on Class D Airspace Requirements**

On September 16, 1993, control zones and airport traffic areas for airports with operating control towers not associated with the primary airports of TCAs or ARSAs will become Class D airspace areas.

The two individual commenters express concern about integrating the airport traffic areas and control zones into Class D airspace areas. According to the commenters, integrating these areas will affect operational safety and usage. The commenters also state that a requirement to establish two-way radio communication between pilots and air traffic control beyond the current lateral boundaries of an airport traffic area is an operational burden to VFR flights, creates a hazard to aviation safety, reaches beyond the intent of airspace reclassification, and imposes a greater risk to flights conducted under IFR.

The commenters note that airport traffic areas and control zones exist for two different reasons. According to the commenters, airport traffic areas require pilots to establish two-way radio communication with air traffic control in airport traffic areas to "manage and conduct orderly and safe flight operations within the vicinity of the airport and airport traffic pattern." The commenters believe that pilots and

The commenters also state that pilot workload would be increased by an integrated airport traffic area and control zone that has non-standard dimensions. They state that pilots would be required to expend additional effort in the cockpit to determine whether two-way radio communication is required for a flight. The commenters use the example of a pilot who spends time analyzing charts for the size and shape of approach extensions and has less time available to scan for traffic.

Both commenters oppose a requirement for a pilot to establish two-way radio communication with air traffic control in arrival extensions. They agree with the FAA's proposal to designate the extension areas as Class E airspace areas, which do not require the establishment of two-way radio communication with air traffic control. However, the commenters suggest that extension areas of 2 miles or less also be designated as Class E airspace areas. The commenters state that the designation of all extension areas as Class E airspace areas would help standardize and simplify airspace and would not clutter aeronautical charts.

The FAA believes that the concerns of the commenters regarding the integration of airport traffic areas and control zones into Class D airspace areas are addressed in the amendments and will be emphasized in pilot and air traffic controller education.

The commenters are correct in their belief that airport traffic areas and control zones exist for different yet complementary reasons. Both are designed to ensure that simultaneous operations under VFR and IFR near an airport are conducted safely.

The airport traffic area requirements ensure that a pilot and air traffic control establish two-way radio communication in the vicinity of an airport with an operating control tower. With the exception of those areas described in Part 93, "Special Air Traffic Rules and Airport Traffic Patterns," an airport traffic area is defined in Part 1 of the FAR as "that airspace within a horizontal radius of 5 statute miles from the geographical center of any airport at which a control tower is operating, extending from the surface up to, but not including, an altitude of 3,000 feet above the elevation of the airport." Airport traffic areas are not depicted on aeronautical charts and will cease to exist after September 16, 1993.

A control zone ensures that aircraft arriving at an airport under IFR remain within controlled airspace when an instrument approach procedure could place that aircraft within 1,000 feet above the surface. A control zone also ensures that aircraft departing an airport under IFR remain within controlled airspace between the surface and the base of the adjacent controlled airspace. According to FAR § 71.11, effective until October 14, 1992, a control zone is "normally a circular area with a radius of 5 [statute] miles and any extensions necessary to include instrument approach and departure paths." Control zones are depicted on aeronautical charts by a blue segmented line.

Because 5 statute miles was used as the basis for airport traffic areas and control zones, many of these areas included airspace that is not necessary for air traffic control. For example, under the Terminal Airspace Reconfiguration NPRM, the FAA reviewed each control zone to ensure that the control zones were designed to contain intended terminal operations under IFR. Of the control zones that will become Class D airspace areas, 62 percent are either reduced in lateral dimensions or retain equivalent lateral dimensions. The remaining 38 percent are expanded in lateral dimensions. Of the control zones that will become Class D airspace, only 7 percent increase in lateral dimensions by more than 1 mile; the remaining 31 percent increase by 1 mile or less. The FAA believes that prescribing a standard dimension for Class D airspace areas, which may include airspace not necessary for air traffic control, is a burden to the pilot population. All Class D airspace areas will be depicted on aeronautical charts by a blue segmented line.

In the Airspace Reclassification final rule, the FAA stated it has determined that to meet safety standards, two-way radio communication with air traffic control must be established in Class D airspace areas. Class D airspace will have a ceiling, which, in most cases, will be 2,500 feet above the surface.

areas will not be required to contact the air traffic control facility having jurisdiction in those areas. The FAA also wishes to designate each arrival extension to this control zone as Class E airspace, so that a control zone will not have one arrival extension designated as Class E airspace and another arrival extension designated as Class D airspace. As in any Class E airspace area, the extensions terminate at the adjacent or overlying airspace and will be indicated on visual charts by a magenta segmented line.

The FAA has determined that, in the case of control zones where all extensions are 2 miles or less, the best course is to designate the entire control zone as Class D airspace. Sixty-four control zones adopted in this final rule have all extensions 2 miles or less. If these control zones are revised to designate the airspace necessary for aircraft operating under IFR to depart the airport within controlled airspace as Class D airspace and the airspace in the arrival extension is designated as Class E airspace, the FAA believes that depicting such small areas on aeronautical charts would be confusing and increase chart clutter.

### **Control Zones for the Primary Airport of a TCA or an ARSA**

#### *Reconfiguration of Airspace Areas for the Primary Airport of a TCA*

In NPRM Number 92-5, the FAA proposed to revise the control zones for the primary airport of a TCA to become congruent with the associated TCA. In addition, the FAA proposed to modify the control zone for the Seattle-Tacoma International Airport, Washington, a description of which is contained in §171 of FAA Handbook 7400.7, to be within a 4-mile radius of the Seattle VORTAC. No comments were received on these proposals.

With the exception of an amendment to the Houston, Texas TCA and corrections to geographic positions and editorial revisions, the FAA will adopt the revisions to the following control zones as proposed. Descriptions of control zones are contained in §171 of FAA Handbook 7400.7. The control zones listed in this document will subsequently be published, as amended, in the Handbook 7400.7—Supplement. On September 16, 1993, the effective date of the Airspace Reclassification final rule, these control zones will no longer exist.

#### **FAA Region: Central**

Kansas City, Kansas City International Airport, MO  
Saint Louis, Saint Louis International Airport, MO

#### **FAA Region: Eastern**

Baltimore, Baltimore Washington International Airport, MD	Philadelphia, PA
Newark, NJ	Pittsburgh, Pittsburgh International Airport, PA
New York, John F. Kennedy International Airport and LaGuardia Airport, NY	Chantilly, Washington Dulles International Airport, VA

#### **FAA Region: Great Lakes**

Detroit, Detroit Metropolitan Wayne County Airport, MI

#### **FAA Region: New England**

Boston, MA

#### **FAA Region: Northwest Mountain**

Denver, Stapleton International Airport, CO  
Seattle, Seattle-Tacoma International Airport, WA

## FAA Region: Western-Pacific

Phoenix, Sky Harbor International Airport, AZ  
Los Angeles, Los Angeles International Airport,  
CA

San Diego, San Diego International/Lindberg  
Field, CA  
Honolulu, Honolulu International Airport, HI

The Houston, Texas TCA has been amended by Airspace Docket Number 90-AWA-12 since the FAA's review of control zones. Therefore, the FAA adopts for this rule the control zone associated with the Houston, Texas TCA to be congruent with lateral and vertical boundaries of the revised Houston, Texas TCA. The FAA also adopts as proposed the control zones listed below, with minor modifications and additional editorial revisions. Because this action does not change the boundaries and configuration of controlled airspace, with respect to the Houston control zone and the following areas the rule is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

### FAA Region: Eastern

*Washington, National Airport and Andrews Air Force Base, DC:* The airspace description is revised by replacing the reference to the "Washington VOR" with "Washington VOR/DME."

### FAA Region: Great Lakes

*Chicago, O'Hare International Airport, IL:* The airspace description is revised by replacing references to the "Chicago O'Hare International Airport" with "Chicago-O'Hare International Airport."

*Minneapolis, Minneapolis-Saint Paul International Airport, MN:* The airspace description is revised by changing the name of "Minneapolis-St. Paul International Airport" to "Minneapolis-St. Paul International (Wold-Chamberlain) Airport."

### FAA Region: Northwest

*Salt Lake City, UT:* The airspace description is revised by replacing "Salt Lake City, UT, International Airport TCA" with "Salt Lake City, UT TCA."

### FAA Region: Western-Pacific

*San Francisco, San Francisco International Airport, CA:* The airspace description is revised by eliminating the proposed airspace area beyond the surface area of the San Francisco, CA TCA.

*Las Vegas, McCarran International Airport and Nellis Air Force Base, NV:* The airspace description is revised by changing the name of "Henderson Sky Harbor Airport" to "Las Vegas-Henderson Sky Harbor."

Revisions to proposed airspace areas by updating a geographic position:

### FAA Region: Great Lakes

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Cleveland, Cleveland-Hopkins International Airport, OH:		
Cleveland-Hopkins DME Antenna .....	lat. 41°24'15"N., ..... long. 81°51'44"W. ....	lat. 41°24'01"N., ..... long. 81°52'03"W.

**FAA Region: Central**

Des Moines, IA

Wichita, Mid-Continent  
Airport, KSLincoln, NE  
Omaha, Eppley Airfield, NE**FAA Region: Eastern**Atlantic City, Atlantic City  
International Airport, NJ  
Albany, NY  
Buffalo, NY  
Islip, NYRochester, NY  
Syracuse, NY  
Allentown, PA  
Norfolk, Norfolk International  
Airport, VARichmond, VA  
Roanoke, VA  
Charleston, WV**FAA Region: Great Lakes**Champaign-Urbana, IL  
Moline, IL  
Peoria, IL  
Springfield, IL  
Indianapolis, Indianapolis  
International Airport, INSouth Bend, IN  
Flint, MI  
Grand Rapids, MI  
Lansing, MI  
Akron, Akron-Canton Regional  
Airport, OHColumbus, Port Columbus  
International Airport, OH  
Green Bay, WI  
Madison, WI  
Milwaukee, General Mitchell  
International Airport, WI**FAA Region: New England**Portland, Portland International  
Jetport, MEManchester, NH  
Providence, RI

Burlington, VT

**FAA Region: Northwest Mountain**Colorado Springs, Colorado Springs Municipal Airport, CO  
Oak Harbor, Whidbey Island Naval Station, WA  
Spokane, International Airport, WA**FAA Region: Southern**Birmingham, AL  
Huntsville, AL  
Mobile, Bates Field, AL  
Daytona Beach, FL  
Fort Myers, Southwest Florida  
Regional Airport, FL  
Jacksonville, Jacksonville  
International Airport, FL  
Milton Naval Air Station  
Whiting Field, FL  
Pensacola Naval Air Station,  
FL  
Pensacola, Pensacola Regional  
Airport, FLSarasota, FL  
Tallahassee, FL  
Columbus, Metropolitan  
Airport, GA  
Savannah, Savannah  
International Airport, GA  
Covington, Cincinnati-Northern  
Kentucky International  
Airport, KY  
Lexington, KY  
Louisville, Staniford Field, KY  
Columbus Air Force Base, MS  
Jackson, Jackson International  
Airport, MSFayetteville, NC  
Fort Bragg, Pope Air Force  
Base, NC  
Raleigh, NC  
San Juan, San Juan  
International Airport, PR  
Charleston, SC  
Columbia, SC  
Greer, SC  
Chattanooga, TN  
Knoxville, TN  
Nashville, TN**FAA Region: Southwest**Baton Rouge, LA  
Shreveport, Shreveport Regional Airport, LAAlbuquerque, NM  
Tulsa, Tulsa International Airport, OK

Marysville, Beale Air Force Base, CA  
Monterey, CA  
Oakland, CA  
Ontario, CA  
Riverside, March Air Force Base, CA  
Sacramento, Mather Air Force Base, CA

San Jose, San Jose International Airport, CA  
Santa Ana, John Wayne Airport/Orange County,  
CA  
Santa Barbara, CA  
Kahului, HI  
Reno, Cannon International Airport, NV

The Houston, William P. Hobby Airport, Texas ARSA has been revoked by Airspace Docket Number 90-AWA-12 since FAA's review of control zones. Therefore, the FAA will not adopt the proposal to revise the control zone associated with the Houston, William P. Hobby Airport, Texas ARSA to be congruent with lateral and vertical boundaries of the Houston, William P. Hobby Airport, Texas ARSA.

The FAA adopts as proposed the control zones listed below, with minor modifications and technical corrections.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

**FAA Region: Alaskan**

*Anchorage, Anchorage International Airport, AK:* The airspace description is revised by replacing the references to the "Anchorage VOR" with the "Anchorage VOR/DME."

**FAA Region: Central**

*Cedar Rapids, IA:* The airspace description is revised by deleting the reference to the Cedar Rapids VORTAC. This navigation aid does not appear in the airspace description.

**FAA Region: Great Lakes**

*Evansville, IN:* The airspace description is revised by adding the geographic positions for the Pocket City VORTAC and Skylane Airport, IN, and including editorial revisions for the area to be congruent with the surface area of the Evansville, IN ARSA.

*Fort Wayne, IN:* The airspace description is revised by changing the name of "Fort Wayne Municipal Airport, Baer Field" with "Fort Wayne International Airport."

*Dayton, James M. Cox-Dayton International Airport, OH:* The airspace description is revised by changing the name of "James M. Cox-Dayton International Airport" to "James M. Cox Dayton International Airport."

**FAA Region: New England**

*Windsor Locks, Bradley International Airport, CT:* The airspace description is revised by replacing all references to "Skylark Airport" with "Skylark Airpark."

**FAA Region: Northwest Mountain**

*Spokane, Fairchild Air Force Base, WA:* The airspace description is revised by clarifying the description of the arrival extension for Spokane International Airport and the boundary with the control zone for Spokane International Airport.

**FAA Region: Southern**

*Greensboro, NC:* The airspace description is revised by changing the name of "Greensboro/Piedmont Triad International Airport" with "Piedmont International Airport."

**FAA Region: Southwest**

Abilene, Abilene Regional Airport, TX: The airspace description is revised by replacing all references to the "Tuscola VOR" with the "Tuscola VOR/DME" and replacing all references to the "Abilene ILS Localizer" with the "Abilene Regional Localizer."

Harlingen, TX: The airspace description is revised by including an exclusion for the area to be congruent with the surface area of the Harlingen, TX ARSA. The airspace description is revised by replacing all references to the "Harlingen VOR" with the "Harlingen VOR/DME."

#### FAA Region: Western-Pacific

Burbank-Glendale-Pasadena, CA: The airspace description is revised by replacing the area excluded from the control zone for Whiteman Airpark from 1.75 miles to 1.8 miles.

Fresno, CA: The airspace description is revised to make it congruent with the Fresno, CA ARSA.

Merced, Castle Air Force Base, CA: The airspace description is revised by changing the name of "Atwater Airport" to "Atwater Municipal Airport."

San Bernardino, Norton Air Force Base, CA: The airspace description is revised to make it congruent with the San Bernadino, CA ARSA.

Revisions to proposed airspace areas by updating a geographic position:

#### FAA Region: Central

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Offutt Air Force Base, NE: Offutt Air Force Base .....	lat. 41°07'06"N., ..... long. 95°54'42"W. ....	lat. 41°07'06"N., ..... long. 95°54'44"W. ....

#### FAA Region: Great Lakes

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Chicago, Midway Airport, IL: Chicago Midway Airport .....	lat. 41°47'09"N., ..... long. 87°45'07"W. ....	lat. 41°47'10"N., ..... long. 87°45'08"W. ....
Toledo, OH: Toledo Express Airport .....	lat. 41°35'15"N., ..... long. 83°48'19"W. ....	lat. 41°35'12"N., ..... long. 83°48'28"W. ....

#### FAA Region: Northwest Mountain

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Boise, ID: Boise VORTAC .....	lat. 43°33'11"N., ..... long. 116°11'29"W. ....	lat. 43°33'11"N., ..... long. 116°11'28"W. ....
Portland, OR: Portland International Airport .....	lat. 45°36'20"N., ..... long. 122°35'47"W. ....	lat. 45°35'20"N., ..... long. 122°35'47"W. ....
Evergreen Airport .....	lat. 45°37'20"N., ..... long. 122°31'15"W. ....	lat. 45°37'20"N., ..... long. 122°31'41"W. ....

**FAA Region: Southern**

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Fort Lauderdale, Fort Lauderdale-Hollywood International Airport, FL: Lauderdale VOR/DME .....	lat. 26°04'19"N., ..... long. 80°09'13"W. ....	lat. 26°04'28"N., ..... long. 80°09'10"W. ....
Palm Beach, FL: Palm Beach County Park Airport .....	lat. 26°35'36"N., ..... long. 80°05'09"W. ....	lat. 26°35'33"N., ..... long. 80°05'08"W. ....

**FAA Region: Southwest**

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Little Rock, Adams Field, AR: Adams Field .....	lat. 34°43'48"N., ..... long. 92°13'27"W. ....	lat. 34°43'44"N., ..... long. 92°13'27"W. ....
Shreveport, Barksdale Air Force Base, LA: Barksdale Air Force Base .....	lat. 32°30'00"N., ..... long. 93°40'00"W. ....	lat. 32°30'06"N., ..... long. 93°39'45"W. ....
El Paso, TX: Biggs Army Air Field .....	lat. 31°51'00"N., ..... long. 106°23'00"W. ....	lat. 31°50'58"N., ..... long. 106°22'46"W. ....
Midland, TX: Midland International Airport .....	lat. 31°56'33"N., ..... long. 102°12'06"W. ....	lat. 31°56'33"N., ..... long. 102°12'05"W. ....



### Extensions of Airspace Areas

In NPRM Number 92-5, the FAA proposed: (1) to revise certain control zones for airports associated with a TCA or an ARSA to include an area that extends upward from the surface beyond the surface area of the TCA or ARSA; (2) to amend Subpart E of FAA Order 7400.9, effective September 16, 1993, by establishing those areas that extend beyond the surface area of the TCAs or ARSAs as separate Class E airspace areas; and (3) to amend Subpart D of FAA Order 7400.9, effective September 16, 1993, by establishing the area that extends beyond the surface area of the El Paso, Texas ARSA, and the portion of the Seattle, Washington control zone that extends beyond the surface area of the Seattle, Washington TCA as separate Class D airspace areas. No comments were received on these proposals.

The FAA has decided not to adopt the proposal to establish an extension to the San Francisco, California TCA. With the exception of the modifications made to the corresponding control zones, the FAA will adopt: (1) the revisions to the following control zones in §171 of FAA Handbook 7400.7 as proposed; (2) the amendment to Subpart E of FAA Order 7400.9, effective September 16, 1993, to establish certain Class E airspace areas; and (3) the amendment to Subpart D of FAA Order 7400.9, effective September 16, 1993, to establish certain Class D airspace areas.

#### FAA Region: Alaskan

Anchorage, Anchorage International Airport, AK

#### FAA Region: Eastern

Atlantic City, Atlantic City International Airport, NJ

#### FAA Region: Great Lakes

Champaign-Urbana, IL

Toledo, OH

Fort Wayne, IN

Madison, WI

#### FAA Region: New England

Windsor Locks, Bradley International Airport, CT

Providence, RI

Burlington, VT

#### FAA Region: Northwest Mountain

Colorado Springs, Colorado Springs Municipal  
 Airport, CO

Boise, ID

Portland, Portland International Airport, OR  
 Seattle, WA

Spokane, Fairchild Air Force Base, WA

#### FAA Region: Southern

Birmingham, AL

Huntsville, AL

Fort Lauderdale, FL

Palm Beach, FL

Sarasota, FL

Tallahassee, FL

Fayetteville, NC

Greensboro, NC

Raleigh, NC

Nashville, TN

#### FAA Region: Western-Pacific

Tucson, Davis-Monthan Air Force Base, AZ  
Tucson, Tucson International Airport, AZ  
Burbank-Glendale-Pasadena, CA  
Fresno, CA  
Marysville, Beale Air Force Base, CA  
Merced, Castle Air Force Base, CA  
Monterey, CA  
Ontario, CA  
Riverside, March Air Force Base, CA  
Sacramento, Mather Air Force Base, CA

Sacramento, Metropolitan Airport, CA  
San Bernadino, Norton Air Force Base, CA  
San Diego, San Diego International/Lindberg  
Field and Miramar Naval Air Station, CA  
San Jose, San Jose International Airport, CA  
Santa Barbara, CA  
Honolulu, Honolulu International Airport, HI  
Kahului, HI  
Reno, Cannon International Airport, NV

#### Control Zones for Airports With Operating Control Towers That Are Not the Primary Airport Within a TCA or an ARSA

The FAA proposed in NPRM Number 92-5 to modify the control zones for airports with operating control towers that are not the primary airport within a TCA or an ARSA. These proposed modifications included: (1) converting the lateral unit of measurement from statute miles to nautical miles; (2) redesignating the control zones to contain intended operations under IFR; (3) redesignating the ceiling to extend upward from the surface of the earth to a specified altitude; (4) excluding satellite airports to the extent practicable and consistent with instrument procedures and safety; (5) replacing departure extensions with transition areas; and (6) designating each arrival extension for aircraft operating under IFR as Class E airspace, if at least one extension is more than 2 miles from the airspace necessary for aircraft operating under IFR to depart within controlled airspace.

As stated in the Airspace Reclassification final rule and NPRM Number 92-5, the FAA will observe a policy to exclude satellite airports without an operating control tower from the control zones to the extent practicable and consistent with instrument procedures and safety. NPRM Number 92-5 proposed to exclude 15 satellite airports from 14 control zones. During the further review of control zones, the FAA has discovered two control zones that encompass satellite airports. The FAA has determined to exclude Derby, Hamilton Field, Kansas from the control zone for Wichita, McConnell Air Force Base, Kansas, and to exclude Falmouth Airpark, Massachusetts, from the control zone for Falmouth, Massachusetts. The FAA believes that the exclusion of these satellite airports from control zones is consistent with FAA policy and invites the public to provide supplementary comment on the exclusions.

Except as discussed below, the FAA will adopt as proposed the revisions to the following control zones for airports with operating control towers that are not the primary airport of a TCA or an ARSA, and corresponding Class D airspace areas, as proposed. The FAA will amend those control zones in § 171 of FAA Handbook 7400.7 and the corresponding Class D airspace areas found in Subpart D of FAA Order 7400.9, which is effective September 16, 1993.

#### FAA Region: Alaskan

Anchorage, Elmendorf Air Force Base, AK  
Anchorage, Lake Hood, AK  
Anchorage, Merrill Field, AK

Fairbanks, Eielson Air Force Base, AK  
Fairbanks, Fairbanks International Airport, AK  
King Salmon, AK

**FAA Region: Eastern**

Wilmington, DE  
 Baltimore, Glenn Martin  
 Airport, MD  
 Hagerstown, MD  
 Caldwell, NJ  
 Morristown, NJ  
 Teterboro, NJ  
 Trenton, NJ  
 Wrightstown, McGuire Air  
 Force Base, NJ  
 Elmira, NY  
 Farmingdale, NY  
 Ithaca, NY  
 Newburgh, NY  
 Niagara Falls, NY  
 Poughkeepsie, NY

Utica, NY  
 Wheeler Sack, NY  
 White Plains, NY  
 Harrisburg, Capital City  
 Airport, PA  
 Harrisburg, International  
 Airport, PA  
 Lancaster, PA  
 Latrobe, PA  
 North Philadelphia, PA  
 Pittsburgh, Allegheny Airport,  
 PA  
 Reading, PA  
 Wilkes-Barre, PA  
 Williamsport, PA  
 Willow Grove, PA

Charlottesville, VA  
 Chincoteague, VA  
 Fort Belvoir, VA  
 Fort Eustis, VA  
 Lynchburg, VA  
 Newport News, VA  
 Norfolk, Naval Air Station,  
 VA  
 Oceana, Naval Air Station, VA  
 Clarksburg, WV  
 Lewisburg, WV  
 Martinsburg, WV  
 Morgantown, WV  
 Wheeling, WV

**FAA Region: Great Lakes**

Bloomington, IL  
 Carbondale, IL  
 Chicago, Merrill C. Meigs  
 Field, IL  
 Chicago, Waukegan Regional  
 Airport, IL  
 Decatur, IL  
 Quincy, IL  
 Anderson, IN  
 Bloomington, IN  
 Columbus, IN  
 Elkhart, IN  
 Gary, IN  
 Grissom Air Force Base, IN  
 Lafayette, Purdue University  
 Airport, IN  
 Terre Haute, IN  
 Alpena, MI  
 Battle Creek, W.K. Kellogg  
 Airport, MI

Detroit, Detroit City Airport,  
 MI  
 Detroit, Willow Run Airport,  
 MI  
 Pontiac, MI  
 Saginaw, Tri-City Airport, MI  
 Traverse City, MI  
 Duluth, Duluth International  
 Airport, MN  
 Minneapolis, Crystal Airport,  
 MN  
 Minneapolis, Flying Cloud  
 Airport, MN  
 Rochester, MN  
 Bismarck, ND  
 Fargo, ND  
 Grand Forks, Grand Forks  
 International Airport, ND  
 Columbus, Bolton Field  
 Airport, OH

Columbus, Ohio State  
 University, OH  
 Columbus, Rickenbacker  
 Airport, OH  
 Springfield, OH  
 Youngstown, Youngstown  
 Municipal Airport, OH  
 Sault Sainte Marie, ON  
 Rapid City, Regional Airport,  
 SD  
 Sioux Falls, SD  
 Appleton, WI  
 Janesville, WI  
 LaCrosse, WI  
 Milwaukee, Lawrence J.  
 Timmerman Field, WI  
 Oshkosh, WI  
 Waukesha, WI

**FAA Region: New England**

Bridgeport, CT  
 Danbury, CT  
 New Haven, CT  
 Bangor, ME  
 Bedford, MA

Chicopee Falls, MA  
 Lawrence, MA  
 Martha's Vineyard, MA  
 Nantucket, MA  
 New Bedford, MA

Norwood, MA  
 Westfield, MA  
 Worcester, MA  
 Lebanon, NH

Idaho Falls, ID  
Lewiston, ID  
Pocatello, ID  
Twin Falls, ID  
Billings, MT

Pendleton, OR  
Portland, Hillsboro, OR  
Portland, Troutdale, OR  
Salem, OR  
Bellingham, WA

Gillette, WY

**FAA Region: Southern**

Dothan, AL  
Troy, AL  
Tuscaloosa, AL  
Bartow, FL  
Fort Lauderdale, Executive  
Airport, FL  
Fort Myers, Page Field, FL  
Fort Pierce, FL  
Gainesville, FL  
Hollywood, FL  
Jacksonville, Naval Air  
Station-Cecil Field, FL  
Key West, FL  
Lakeland FL  
Melbourne, FL  
Miami, Opa Locka Airport, FL  
Naples, FL  
Orlando, Orlando Executive  
Airport, FL  
Panama City, FL  
Saint Petersburg, Albert-  
Whitted Airport, FL

Saint Petersburg, Saint  
Petersburg-Clearwater  
International Airport, FL  
Titusville, FL  
Tyndall Air Force Base, FL  
Vero Beach, FL  
White House Navy Outlying  
Field, FL  
Albany, Southwest Georgia  
Regional Airport, GA  
Atlanta, Dekalb Peachtree  
Airport, GA  
Atlanta, Dobbins Air Force  
Base, GA  
Augusta, GA  
Columbus, Lawson Army Air  
Field, GA  
Fort Stewart, GA  
Macon, GA  
Valdosta, Regional Airport,  
GA  
Louisville, Bowman Field, KY

Owensboro, KY  
Paducah, Barkley Regional  
Airport, KY  
Columbus, Golden Triangle  
Airport, MS  
Greenville, MS  
Gulfport, MS  
Meridian, Key Field, MS  
Asheville, NC  
Elizabeth City, NC  
Kinston, NC  
Wilmington, NC  
Winston-Salem, NC  
Florence, SC  
Myrtle Beach Air Force Base,  
SC  
North Myrtle Beach, SC  
Smyrna, TN  
Tri-City, TN  
Charlotte Amalie, Cyril E.  
King Airport, VI  
Christiansted-St. Croix, VI

**FAA Region: Southwest**

Blytheville, AR  
Fayetteville, AR  
Fort Smith, AR  
Springdale, AR  
Texarkana, AR  
Alexandria, Esler Regional  
Airport, LA  
Fort Polk, LA  
Houma, LA  
Lake Charles, Chennault  
Industrial Airpark, LA  
Lake Charles, Lake Charles  
Regional Airport, LA  
Monroe, LA  
New Iberia, LA

New Orleans, Lakefront  
Airport, LA  
Clovis, NM  
Farmington, NM  
Roswell, NM  
Santa Fe, NM  
Ardmore, OK  
Oklahoma City, Wiley Post  
Airport, OK  
Tulsa, Richard Lloyd Jones, Jr.  
Airport, OK  
Beaumont, TX  
Brownsville, TX  
College Station, TX  
Dallas, Addison Airport TX

Fort Worth, Alliance Airport,  
TX  
Greenville, TX  
Houston, David Wayne Hooks  
Memorial Airport, TX  
Houston, Ellington Air Force  
Base, TX  
Laredo, TX  
Longview, TX  
San Angelo, TX  
San Antonio, Stinson  
Municipal Airport, TX  
Tyler, TX  
Waco, TX

Phoenix, Goodyear Municipal  
Airport, AZ  
Scottsdale, AZ  
Yuma, AZ  
Bakersfield, CA  
Camarillo, CA  
Carlsbad, McClellan-Palomar,  
CA  
Chico, CA  
Chino, CA  
El Monte, CA

LeMoore Naval Air Station,  
CA  
Livermore, CA  
Long Beach, CA  
Los Angeles, Hawthorne  
Municipal Airport CA  
Modesto City, CA  
Napa, CA  
Palm Springs, CA  
Palmdale, CA  
Palo Alto, CA

Torrance, CA  
Van Nuys, CA  
Barbers Point Naval Air  
Station, HI  
Hilo International Airport,  
General Lyman Field, HI  
Honolulu, Wheeler Air Force  
Base, HI  
Kailua-Kona, HI  
Molokai, HI  
Kwajalein Island, MQ

The airspace areas listed below have been amended by separate rulemaking since the review of control zones by the FAA regions and these amendments were not proposed in NPRM Number 92-5. Because this action does not change the boundaries and configuration of any of these areas, with respect to these areas it is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

**FAA Region: Eastern**

*Rome, NY:* The airspace description is revised according to Airspace Docket Number 91-AEA-21.

*Johnstown, PA:* The airspace description is revised according to Airspace Docket Number 91-AEA-18.

*Manassas, VA:* The airspace description for this area, which was established by Airspace Docket Number 91-AEA-01, is added to this final rule.

**FAA Region: New England**

*Stratford, CT:* The airspace description is revised according to Airspace Docket Number 91-ANE-31.

**FAA Region: Great Lakes**

*Chicago, DuPage Airport, IL:* The airspace description for this area is revised according to Airspace Docket Number 91-AGL-14.

**FAA Region: Northwest Mountain**

*Renton, WA:* The airspace description is revised according to Airspace Docket Number 91-ANM-07.

**FAA Region: Western-Pacific**

*Stockton, CA:* The airspace description is revised according to Airspace Docket Number 91-AWP-1.

*Kaneohe Marine Corps Air Station, HI:* The airspace description is revised according to Airspace Docket Number 92-AWP-5.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

**FAA Region: Alaskan**

*Anchorage, Bryant Army Heliport, AK:* The airspace description is revised to include editorial modifications that are necessary to a revision to a geographic position.

*Ketchikan, AK:* The airspace description is revised by changing the name of the "Ketchikan Airport" as the "Ketchikan International Airport;" by replacing references to the "Ketchikan LOC" with the "Ketchikan Localizer;" and by including editorial modifications.

*Kodiak, AK:* The airspace description is revised by including editorial modifications.

*Shemya, AK:* The airspace description is revised for clarity.

#### **FAA Region: Central**

*Fort Leavenworth, KS:* The airspace description is revised by changing the name of "Sherman Army Airfield" to "Sherman Army Air Field."

*Fort Riley, KS:* The airspace description is revised by changing the name of "Marshall Army Airfield" to "Marshall Army Air Field."

*Topeka, Phillip Billard Airport, KS:* The airspace description is revised by replacing the name of the name of the "Phillip Billard Airport" to the "Phillip Billard Municipal Airport."

*Wichita, McConnell Air Force Base, KS:* The airspace description is revised by adding an exclusion for Derby, Hamilton Field, KS. This airport does not have an operating control tower.

*Jefferson City, MO:* The airspace description is revised by changing the title of the area from "Jefferson, MO," to "Jefferson City, MO."

#### **FAA Region: Eastern**

*Aberdeen, MD:* The airspace description is revised by eliminating the arrival extension based on the 033° radial from the Phillips VOR and by including editorial modifications.

*Lakehurst, NJ:* The airspace description is revised by changing the name of "Lakehurst Naval Air Experimental Center Airport" with the "Lakehurst Naval Air Experimental Center Airport/Maxfield Field."

*Westhampton Beach, NY:* The airspace description is revised by changing the airport name from "Suffolk County Airport" to "Francis S. Gabreski Airport."

*Schenectady, NY:* The airspace description is revised by adding a ceiling of 2,900 feet mean sea level (MSL), which is the equivalent of 2,500 feet above the surface. The area will become Class D airspace on September 16, 1993, not Class E airspace as identified in NPRM No. 92-5.

*Huntington, WV:* The airspace description is revised by changing the name of the "Tri State/Milton J. Ferguson Field Airport" with the "Tri State/Milton J. Ferguson Field Airport."

*Parkersburg, WV:* The airspace description is revised by changing the name of the "Wood County (Gill Robb Wilson Field) Airport" to the "Wood County Airport-Gill Robb Wilson Field."

#### **FAA Region: Great Lakes**

*Alton, IL:* The airspace description is revised by adding the provision for the control zone to operate part-time.

*Belleville, IL:* The airspace description is revised by changing the name of the "Scott AFB TACAN" as the "Scott TACAN."

*Cahokia, IL:* The airspace description is revised by including editorial modifications.

*Chicago, Aurora Municipal Airport, IL:* The airspace description is revised by replacing references to the "DuPage VOR" with the "DuPage VOR/DME."

*Chicago, DuPage Airport, IL:* The airspace description is revised by replacing references to the "DuPage VOR" with the "DuPage VOR/DME."

*Kalamazoo, Battle Creek International Airport, MI:* The airspace description is revised by replacing "Austin LOM" with "Austn LOM" and by clarifying that the extension to the southeast of an airport extends to the Austn LOM.

*Muskegon, MI:* The airspace description is revised by moving the proposed arrival extension from west of the Muskegon County Airport to east of the Muskegon County Airport, which is the location of the existing arrival extension.

*Oscoda, MI:* This airspace description was placed in Docket Number 26852, but was mistakenly omitted from NPRM Number 92-5. The area is adopted as proposed with a ceiling at 3,100 feet MSL, which is the equivalent of 2,500 feet above the surface, and the current radius is expanded by less than 1 mile.

*Cincinnati, Municipal-Luken Field Airport, OH:* The airspace description is revised by replacing the reference to the "Greater Cincinnati International Airport" with the "Cincinnati/Northern Kentucky International Airport." The airspace description is revised by changing the name of "Cincinnati Municipal-Lunken Field Airport" to "Cincinnati Municipal Airport-Lunken Field."

*Cleveland, Burke-Lakefront, OH:* The airspace description is revised by changing the name of "Burke-Lakefront" to "Burke Lakefront" and by adding the geographic positions for the Tabey LOM and the Burke Lakefront ILS Localizer.

*Cleveland, Cuyahoga County Airport, OH:* The airspace description is revised by replacing the reference to the Willoughby, Lost Nation Airport, OH Control Zone, to the Willoughby, OH Control Zone and by deleting the proposed exclusion of the Cleveland, Burke LakeFront, OH control zone.

*Mansfield, OH:* The airspace description is revised by changing the name of "Mansfield-Lahm Airport" to "Mansfield Lahm Airport." Willoughby, OH: The airspace description is revised by excluding the Cleveland, Cuyahoga County Airport, OH Control Zone.

#### **FAA Region: New England**

*Groton, CT:* The airspace description is revised by eliminating the unnecessary reference to the Trumbull VOR. The airspace description is revised by replacing all references to "Elizabeth Airport" with "Elizabeth Field."

*Hartford, CT:* The airspace description is revised excluding that airspace in the Bradley International Airport, Windsor Locks, CT ARSA.

*Stratford, CT:* The airspace description is revised by replacing the reference to the "Igor I. Sikorsky Memorial Airport, CT Control Zone" with the "Bridgeport, CT Control Zone."

*Brunswick, ME:* The airspace description is revised by replacing all references to the "Brunswick Naval Air Station" with the "Brunswick NAS" and by replacing all references to the "Brunswick VOR" with the "Brunswick VORTAC."

*Beverly, MA:* The airspace description is revised by replacing all references to "Lawrence VOR" with "Lawrence VOR/DME."

*Falmouth, MA:* The airspace description is revised by updating the airport from the "Otis Air Force Base" to the "Otis Air National Guard Base." It is also revised to exclude that airspace within 1 mile of Falmouth Airpark, MA, which does not have an operating control tower.

*Fort Devens, MA:* The airspace description is revised by replacing the arrival extension based on the 307° bearing of the Moore Army Air Field with an arrival extension based on the 310° bearing of the Moore Army Air Field.

*Hyannis, MA:* The airspace description is revised by updating the airport name from the "Hyannis, Barnstable Municipal Airport" to the "Hyannis, Barnstable Municipal Airport-Boardman/Polando Field."

MSL and eliminating the arrival extensions on the 354° and 325° bearing from the Quonset State Airport.

#### **FAA Region: Northwest Mountain**

*Abbotsford, BC:* The airspace description is not revised. The area was mistakenly identified in NPRM No. 92-5. The area was proposed and is adopted with a ceiling of 3,000 feet MSL, which is the same ceiling as the adjoining airspace that overlies Canada. This is more than 2,500 feet above the surface.

*Aurora, CO:* A separate airspace area is established for this airport, which is currently included in the control zone for Denver International Airport, CO.

*Colorado Springs, United States Air Force Academy, CO:* The airspace description is revised by excluding that airspace in the Colorado Springs, CO ARSA.

*Denver, Centennial Airport, CO:* The airspace description is revised by excluding the airspace in the Denver, CO TCA.

*Eugene, OR:* The airspace description is revised by changing the name of "Mahlon Sweet Field" to "Mahlon Sweet Field Airport."

*Renton, WA:* The airspace description is revised by replacing references to geographic positions with distances from the Renton Municipal Airport and the Seattle VORTAC.

*Seattle, Boeing Field, King County International Airport, WA:* The airspace description is revised by replacing the references to geographic positions with distances from the Boeing Field/King County International Airport, Nolla NDB, Renton Municipal Airport, and the Seattle VORTAC.

*Spokane, Felts Field, WA:* The airspace description is revised to delete the proposed extension area west of Felts Field.

*Yakima, WA:* The airspace description is revised by changing the name of "Yakima Municipal Airport" to "Yakima Air Terminal."

#### **FAA Region: Southern**

*Huntsville, Redstone Army Air Field, AL:* A separate airspace area is established for this airport, which is currently included in the control zone for Huntsville International-Carl T. Jones Field, AL.

*Mobile, Downtown Airport, AL:* The airspace description is revised by replacing the name "Brookley Airport" with "Downtown Airport" and adding a ceiling of 2,500 feet MSL, which is the equivalent of 2,500 feet above the surface. The area was misidentified in NPRM Number 92-5 and will become Class D airspace on September 16, 1993, not Class E airspace as identified in NPRM No. 92-5.

*Jacksonville Naval Air Station, FL:* The airspace description is revised by adding the geographic position for Cecil Field NAS.

*Jupiter, FL:* The airspace description is revised by changing the name of "Gwinn Airport" to "William P Gwinn Airport."

*MacDill Air Force Base, FL:* The airspace description is revised by changing the name of "St. Petersburg Albert-Whitted Airport" to "Albert-Whitted Airport."

*Mayport, FL:* The airspace description is revised by replacing all references to the "Mayport TACAN" with the "Mayport (Navy) TACAN."

*Miami, Tamiami Airport, FL:* The airspace description is revised by adding an exclusion from the Miami, FL TCA.



*Bogue Field MCALF.*"

*Simmons Army Air Field, NC:* The airspace description is revised to ensure the area meets adjoining controlled airspace.

*Roosevelt Roads, PR:* The airspace description is revised by changing the name of "Roosevelt Roads NS" to "Roosevelt Roads NS (Ofstie Field)."

*San Juan, Isla Grande Airport, PR:* The airspace description is revised by changing the airport name from "Isla Grande Airport" to "Fernando Luis Ribas Dominicci Airport."

*Beaufort, SC:* The airspace description is revised by changing the name of "Beaufort MCAS" to "Beaufort MCAS/Merritt Field."

*Eastover, McEntire Air National Guard Base, SC:* The airspace description is revised by adding a ceiling of 2,800 feet MSL, which is the equivalent of 2,500 feet above the surface. The area will become Class D airspace on September 16, 1993, not Class E airspace as identified in NPRM No. 92-5.

*Greenville, SC:* The airspace description is revised by clarifying that the area excludes the airspace within the Greer, SC ARSA.

*North, SC:* The airspace description is revised by changing the name of "North AFAF" to "North AF Aux."

#### **FAA Region: Southwest**

*Little Rock, Air Force Base, AR:* This airspace description was placed in Docket Number 26852, but was mistakenly omitted from NPRM Number 92-5. The area is adopted as proposed with a ceiling at 2,800 feet MSL, which is the equivalent of 2,500 feet above the surface, and the current radius is reduced by more than 1 mile and less than 2 miles.

*New Orleans, Naval Air Station, LA:* The airspace description is revised by adding an exclusion from the New Orleans, LA TCA.

*Shreveport, Downtown Airport, LA:* The airspace description is revised by clarifying that the area excludes the airspace in Shreveport, Regional Airport, LA ARSA and the Barksdale Air Force Base, LA ARSA. The airspace description is revised to lower the ceiling to 1,600 feet MSL so it does not overlap the overlying Shreveport, Barksdale Air Force Base, LA ARSA.

*Alamogordo, NM:* The airspace description is revised by replacing the proposed arrival extension to the southeast of Holloman Air Force Base with an arrival extension that is northwest of the airport.

*Hobbs, NM:* The airspace description is revised by changing the name of "Lea County Airport" to "Lea County (Hobbs) Airport."

*Clinton, OK:* The airspace description is revised by adding a ceiling of 4,400 feet MSL, which is the equivalent of 2,500 feet above the surface. The area will become Class D airspace on September 16, 1993, not Class E airspace as identified in NPRM No. 92-5.

*Enid, Vance Air Force Base, OK:* The airspace description is revised by replacing the references to the "Woodring VOR" with the "Woodring VOR/DME."

*Enid, Woodring Municipal Airport, OK:* The airspace description is revised by replacing all references to the "Woodring VOR" to the "Woodring VOR/DME."

*Lawton, OK:* The airspace description is revised by replacing references to the Lawton VOR with the Lawton VOR/DME and replacing references to the Trail RBN with the Trail NDB.

"Traux VORTAC;" deleting references to the Navy Corpus RBN and the Corpus Christi VORTAC; and replacing reference to "Corpus Christi, TX ARSA" with "Corpus Christi International, TX ARSA."

*Dallas, Naval Air Station, TX:* The airspace description is revised by including modifications made to the Dallas, TX TCA.

*Dallas, Redbird Airport, TX:* The airspace description is revised by including modifications made to the Dallas, TX TCA.

*Fort Worth, Carswell Air Force Base, TX:* The airspace description is revised by replacing references to the "Carswell ILS localizer" with references to the "Carswell ILS North localizer;" adding the Carswell ILS South localizer; and replacing references to the "Carswell VORTAC" with the "Carswell TACAN."

*Fort Worth, Meacham Field, TX:* The airspace description is revised by changing the name of "Fort Worth Meacham Field" to "Fort Worth Meacham Airport."

*Hood Army Air Field, TX:* The airspace description is revised by clarifying the airspace excluded from the area for charting purposes. It is also revised by replacing all references to the "Gray VOR" with the "Gray VOR/DME."

*McAllen, TX:* The airspace description is revised by replacing all references to the "McAllen VOR" with the "McAllen VOR/DME."

*Robert Gray Army Air Field, TX:* The airspace description is revised by replacing all references to the "Gray VOR" with the "Gray VOR/DME."

*San Antonio, Kelly Air Force Base, TX:* The airspace description is revised by replacing the proposed arrival extension based on the 159° radial from the Kelly VORTAC with an arrival extension based on the 339° radial from the Kelly TACAN. The new extension is similar to the current arrival extension, which is based on the 341° radial of the Kelly TACAN.

*Wichita Falls, TX:* The airspace description is revised by eliminating the proposed exclusion for Wichita Valley Airport, which is beyond the boundary of the Wichita Falls, TX Control Zone. The area was identified as having a ceiling less than 2,500 feet above the surface. However, the airspace area is proposed and adopted with a ceiling at 3,500 feet MSL, which is the equivalent of 2,500 feet above the surface.

#### **FAA Region: Western-Pacific**

*Falcon Field, AZ:* The airspace description is revised by changing the name of "Falcon Field Airport" to "Falcon Field."

*Prescott, AZ:* The airspace description is revised by adding the geographic position of the Ernest A Love Field Localizer.

*Alameda Naval Air Station, CA:* The airspace description is revised by changing the name of "Alameda NAS" to "Alameda NAS (Nimitz Field)."

*Camp Pendleton, CA:* The airspace description is revised by changing the name of "Camp Pendleton MCAS" to "Camp Pendleton MCAS (Munn Field)."

*Concord, CA:* The airspace description is revised by replacing all references to the "Concord VOR" with the "Concord VOR/DME."

*Crows Landing, CA:* The airspace description is revised by replacing all references to "Patterson Field" with "Patterson Airport."

*El Centro Naval Air Station, CA:* The airspace description is revised by adding R-2510 to the airspace excluded from the area.

the San Jose, CA ARSA at all times. It is also revised by replacing "Palo Alto Airport, CA Control Zone" with "Palo Alto, CA Control Zone."

*Oxnard, CA:* The airspace description is revised by changing the name of "Oxnard/Ventura County Airport" to "Oxnard Airport."

*Point Mugu, CA:* The airspace description is revised by changing the name of "Point Mugu NAS" to "Point Mugu NAWs."

*Redding, CA:* The airspace description is revised by replacing all references to the "Redding VORTAC" with the "Redding VOR/DME."

*Riverside, Municipal Airport, CA:* The airspace description is revised by changing the name of "Riverside Flabob Airport" to "Flabob Airport." It is also revised by replacing the proposal to include the airspace within a 2.6-mile radius of Riverside Municipal Airport with airspace within a 3.5-mile radius. This will permit that airspace within a 3.5-mile radius of Riverside Municipal Airport to be designated as Class D airspace and the rest of the area to be designated as Class E airspace.

*Salinas, CA:* The airspace description is revised by replacing "Fort Ord Fritzche AAF, CA Control Zone" with "Fort Ord, CA Control Zone" and replacing "Monterey Peninsula Airport, CA Control Zone" with "Monterey, CA Control Zone."

*San Clemente Island, CA:* The airspace description is revised by ensuring the ceiling is at 2,700 feet MSL, which is the equivalent of 2,500 feet above the surface. The airspace description is revised by changing the name of "San Clemente Island NALF" to "San Clemente Island NALF (Frederick Sherman Field)."

*San Diego, Brown Field, CA:* The airspace description is revised by changing the name of "Brown Field" to "Brown Field Municipal."

*San Diego, North Island Naval Air Station, CA:* The airspace description is not revised. The area was misidentified in NPRM No. 92-5. The area was proposed and is adopted with a ceiling of 2,800 feet MSL, which will meet the airspace from the San Diego, CA TCA that overlies the area. The airspace description is revised by changing the name of "North Island NAS" to "North Island NAS (Halsey Field)."

*San Jose, Reid-Hillview Airport, CA:* The airspace description is revised by changing the name of "Reid-Hillview Airport" to "Reid-Hillview of Santa Clara County Airport."

*Guam Island, Agana Naval Air Station, GU:* The airspace description is revised by replacing all distances that were proposed in statute miles with the nearest nautical mile equivalents and by ensuring the area is aligned with adjacent controlled airspace.

*Guam Island, Anderson Air Force Base, GU:* The airspace description is revised by replacing all distances that were proposed in statute miles with the nearest nautical mile equivalent.

*Fallon Naval Air Station, NV:* The airspace description is revised by changing the name of "Fallon NAS" to "Fallon NAS (Van Voorhis Field)."

*North Las Vegas, NV:* The airspace description is revised by deleting a reference to the Las Vegas International Airport and to the airport's geographic position.

Revisions to proposed airspace areas by updating a geographic position:

Bryant Army Heliport .....	lat. 61°15'08"N., .....	lat. 61°15'47"N.,
	long. 149°39'02"W. ....	long. 149°39'09"W.
Bethel, AK:		
Bethel Airport .....	lat. 60°46'50"N., .....	lat. 60°46'50"N.,
	long. 161°50'08"W. ....	long. 161°50'09"W.
Galena, AK:		
Galena Airport .....	lat. 64°44'13"N., .....	lat. 64°44'12"N.,
	long. 156°56'06"W. ....	long. 156°56'06"W.
Juneau, AK:		
Juneau Localizer .....	lat. 58°21'33"N., .....	lat. 58°21'33"W.,
	long. 134°38'08"W. ....	long. 134°38'09"W.
Shemya, AK:		
Shemya VORTAC .....	lat. 52°43'13"N., .....	lat. 52°43'12"N.,
	long. 174°03'51"E. ....	long. 174°03'55"E.

#### FAA Region: Central

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Olathe, Johnson County Executive Airport, KS:		
Johnson County Executive Airport .....	lat. 38°50'51"N. ....	lat. 38°50'51"N.
	long. 94°44'15"W. ....	long. 94°44'14"W.
Fort Leonard Wood, MO:		
Forney Army Air Field .....	lat. 37°44'33"N., .....	lat. 37°44'31"N.,
	long. 92°08'20"W. ....	long. 92°08'24"W.
Joplin, MO:		
Joplin Regional Airport .....	lat. 37°08'58"N. ....	lat. 37°09'02"N.,
	long. 94°29'54"W. ....	long. 94°29'53"W.

#### FAA Region: Eastern

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Dover, DE:		
Dover TACAN .....	lat. 39°07'54"N., .....	lat. 39°07'56"N.,
	long. 75°28'06"W. ....	long. 75°28'04"W.
Aberdeen, MD:		
Phillips Army Air Field .....	lat. 39°28'00"N., .....	lat. 39°27'58"N.,
	long. 76°10'12"W. ....	long. 76°10'12"W.
Patuxent River, MD:		
Patuxent River Naval Air Station .....	lat. 38°17'18"N., .....	lat. 38°17'30"N.,
	long. 76°25'00"W. ....	long. 76°25'00"W.
Patuxent VORTAC .....	lat. 38°17'18"N., .....	lat. 38°17'16"N.,
	long. 76°24'00"W. ....	long. 76°24'02"W.
Patuxent River NDB .....	lat. 38°17'15"N., .....	lat. 38°17'09"N.,
	long. 76°24'22"W. ....	long. 76°24'12"W.
Chesapeake Ranch Airpark .....	lat. 38°21'40"N., .....	lat. 38°21'40"N.,
	long. 76°24'15"W. ....	long. 76°24'20"W.
Binghamton, NY:		
Edwin A. Link Field/Broome County .....	lat. 42°12'27"N., .....	lat. 42°12'30"N.,
	long. 75°58'46"W. ....	long. 75°58'48"W.
Calverton, NY:		
Calverton Naval Weapons Industrial Reserve Plant (Peconic Field).	lat. 40°54'24"N., .....	lat. 40°54'54"N.,
	long. 72°47'30"W. ....	long. 72°47'33"W.

Griffiss Air Force Base .....	lat. 43°14'00"N. ....	lat. 43°14'02"N. ....
	long. 75°24'24"W. ....	long. 75°24'27"W. ....
Beaver Falls, PA:		
Ellwood City VORTAC .....	lat. 40°49'30"N. ....	lat. 40°49'31"N. ....
	long. 80°12'42"W. ....	long. 88°12'42"W. ....
Erie, PA:		
Erie International Airport .....	lat. 42°04'54"N. ....	lat. 42°04'55"N. ....
	long. 80°10'38"W. ....	long. 80°10'35"W. ....
Fort Indiantown Gap, PA:		
Muir Army Air Field .....	lat. 40°26'06"N. ....	lat. 40°26'05"N. ....
	long. 76°34'12"W. ....	long. 76°34'11"W. ....
Hampton Roads, VA:		
Langley Army Air Field .....	lat. 37°05'00"N. ....	lat. 37°04'58"N. ....
	long. 76°21'42"W. ....	long. 76°21'39"W. ....
Quantico, VA:		
Quantico Marine Corps Air Field (Turner Field) .....	lat. 38°30'15"N. ....	lat. 38°30'06"N. ....
	long. 77°18'24"W. ....	long. 77°18'21"W. ....
Quantico NDB .....	lat. 38°30'12"N. ....	lat. 38°29'52"N. ....
	long. 77°18'36"W. ....	long. 77°18'35"W. ....

#### FAA Region: Great Lakes

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Cahokia, IL:		
Cahokia-St. Louis Downtown Parks Airport .....	lat. 38°34'17"N. ....	lat. 38°34'14"N. ....
	long. 90°09'26"W. ....	long. 90°09'22"W. ....
Chicago, Dupage Airport, IL:		
Chicago Dupage Airport .....	lat. 41°54'52"N. ....	lat. 41°54'24"N. ....
	long. 88°14'47"W. ....	long. 88°14'54"W. ....
Glenview, IL:		
Glenview TACAN .....	lat. 42°05'08"N. ....	lat. 42°05'08"N. ....
	long. 87°49'20"W. ....	long. 87°49'21"W. ....
Marion, IL:		
Marion VOR/DME .....	lat. 37°45'16"N. ....	lat. 37°45'15"N. ....
	long. 89°00'42"W. ....	long. 89°00'42"W. ....
Muncie, IN:		
Muncie VOR/DME .....	lat. 40°14'14"N. ....	lat. 40°14'14"N. ....
	long. 85°23'37"W. ....	long. 85°23'39"W. ....
Ann Arbor, MI:		
Ann Arbor Municipal Airport .....	lat. 42°13'22"N. ....	lat. 42°13'23"N. ....
	long. 83°44'40"W. ....	long. 83°44'44"W. ....
K.I. Sawyer Air Force Base, MI:		
K.I. Sawyer Air Force Base .....	lat. 46°21'13"N. ....	lat. 46°21'13"N. ....
	long. 87°23'43"W. ....	long. 87°23'44"W. ....
Mount Clemens, MI:		
Selfridge Air National Guard Base .....	lat. 42°36'46"N. ....	lat. 42°36'03"N. ....
	long. 82°49'55"W. ....	long. 82°50'14"W. ....
Oscoda, MI:		
Oscoda, Wurtsmith Air Force Base .....	lat. 44°27'06"N. ....	lat. 44°27'05"N. ....
	long. 83°23'39"W. ....	long. 83°23'39"W. ....
Saint Paul, MN:		
South St. Paul Municipal Richard E. Fleming Field .....	lat. 44°51'30"N. ....	lat. 44°51'26"N. ....
	long. 93°02'00"W. ....	long. 93°01'58"W. ....
Grand Forks Air Force Base, ND:		
Grand Forks Air Force Base .....	lat. 47°57'41"N. ....	lat. 47°57'40"N. ....
	long. 97°24'02"W. ....	long. 97°24'03"W. ....

Dayton, Wright-Patterson Air Force Base,  
OH:

Dayton, Wright-Patterson Air Force Base	lat. 39°49'30"N., .....	lat. 39°49'34"N.,
	long. 84°02'48"W. ....	long. 84°02'54"W.

Rapid City, Ellsworth Air Force Base, SD:

Ellsworth Air Force Base .....	lat. 44°08'42"N., .....	lat. 44°08'20"N.,
	long. 103°06'11"W. ....	long. 103°06'11"W.

Camp Douglas, WI:

Volk Field Airport .....	lat. 43°56'25"N., .....	lat. 43°56'18"N.,
	long. 90°15'20"W. ....	long. 90°16'06"W.

#### FAA Region: New England

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Limestone, ME:		
Loring Air Force Base .....	lat. 46°57'02"N., .....	lat. 46°57'01"N.,
	long. 67°53'09"W. ....	long. 67°53'10"W.
Falmouth, MA:		
Otis ANGB .....	lat. 41°39'33"N., .....	lat. 41°39'30"N.,
	long. 70°31'24"W. ....	long. 70°31'19"W.
Otis TACAN .....	lat. 41°39'36"N., .....	
	lat. 41°39'34"N., .....	
long. 70°30'54"W. ....	long. 70°30'52"W..	
Fort Devens, MA:		
Shirley Airport .....	lat. 42°31'30"N., .....	lat. 42°31'38"N.,
	long. 71°39'55"W. ....	long. 71°39'54"W.
Hyannis, MA:		
Hyannis, Barnstable Municipal Airport- Boardman/Polando Field, MA.	lat. 41°40'07"N., .....	lat. 41°40'09"N.,
	long. 70°16'48"W. ....	long. 70°16'51"W.
Nashua, NH:		
Manchester VORTAC .....	lat. 42°52'06"N., .....	lat. 42°52'06"N.,
	long. 71°41'11"W. ....	long. 71°22'12"W.
Portsmouth, NH:		
Pease International Tradeport .....	lat. 43°04'39"N., .....	lat. 43°04'40"N.,
	long. 70°49'26"W. ....	long. 70°49'26"W.

#### FAA Region: Northwest Mountain

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Mountain Home, ID:		
Mountain Home Air Force Base .....	lat. 43°02'37"N., .....	lat. 43°02'26"N.,
	long. 115°52'15"W. ....	long. 115°52'18"W.
Great Falls, Malmstrom Air Force Base, MT:		
Malmstrom Air Force Base .....	lat. 47°30'21"N., .....	lat. 47°30'18"N.,
	long. 111°11'02"W. ....	long. 111°11'14"W.
Ogden, Hill Air Force Base, UT:		
Hill Air Force Base .....	lat. 41°07'26"N., .....	lat. 41°07'25"N.,
	long. 111°58'20"W. ....	long. 111°58'20"W.
Ogden-Hinckley Airport, UT:		
Hill Air Force Base .....	lat. 41°07'26"N., .....	lat. 41°07'25"N.,
	long. 111°58'20"W. ....	long. 111°58'20"W.
Everett, WA:		
Paine VOR/DME .....	lat. 47°54'11"N., .....	lat. 47°55'12"N.,
	long. 122°17'12"W. ....	long. 122°16'35"W.

Fort Rucker, AL:		
Cairns Army Air Field .....	lat. 31°16'36"N., .....	lat. 31°16'36"N.,
	long. 85°42'12"W. ....	long. 85°42'36"W.
Cairns VOR		
	lat. 31°16'06"N., .....	lat. 31°16'08"N.,
	long. 85°43'36"W. ....	long. 85°43'35"W.
Montgomery, AL:		
Maxwell Air Force Base .....	lat. 32°22'48"N., .....	lat. 32°22'45"N.,
	long. 86°21'48"W. ....	long. 86°21'45"W.
Cocoa Patrick Air Force Base, FL:		
Patrick Air Force Base .....	lat. 28°14'24"N., .....	lat. 28°14'21"N.,
	long. 80°36'30"W. ....	long. 80°36'28"W.
Melbourne Regional .....	lat. 28°06'06"N., .....	lat. 28°06'09"N.,
	long. 80°38'46"W. ....	long. 80°38'46"W.
Eglin Air Force Base, FL:		
Eglin Air Force Base .....	lat. 30°29'12"N., .....	lat. 30°29'12"N.,
	long. 86°31'36"W. ....	long. 86°31'34"W.
Duke Field .....	lat. 30°39'06"N., .....	lat. 30°39'06"N.,
	long. 86°31'24"W. ....	long. 86°31'23"W.
Hurlbert Field .....	lat. 30°25'44"N., .....	lat. 30°25'43"N.,
	long. 86°41'20"W. ....	long. 86°41'20"W.
Eglin AF AUX No.3 Duke Field, FL:		
Eglin Air Force Base .....	lat. 30°29'12"N., .....	lat. 30°29'12"N.,
	long. 86°31'36"W. ....	long. 86°31'34"W.
Duke Field .....	lat. 30°39'06"N., .....	lat. 30°39'06"N.,
	long. 86°31'24"W. ....	long. 86°31'23"W.
Eglin, Hurlburt Field, FL:		
Hurlburt Field .....	lat. 30°25'44"N., .....	lat. 30°25'43"N.,
	long. 86°41'20"W. ....	long. 86°41'20"W.
Eglin Air Force Base .....	lat. 30°29'12"N., .....	lat. 30°29'12"N.,
	long. 86°31'36"W. ....	long. 86°31'34"W.
Homestead, FL:		
Homestead Air Force Base .....	lat. 25°29'15"N., .....	lat. 25°29'17"N.,
	long. 80°23'00"W. ....	long. 80°23'02"W.
Jacksonville, Craig Municipal Airport, FL:		
Mayport Naval Air Station .....	lat. 30°23'30"N., .....	lat. 30°23'30"N.,
	long. 81°25'24"W. ....	long. 81°25'26"W.
Jacksonville, Naval Air Station, FL:		
Jacksonville Naval Air Station .....	lat. 30°14'06"N., .....	lat. 30°14'04"N.,
	long. 81°40'30"W. ....	long. 81°40'36"W.
MacDill Air Force Base, FL:		
MacDill Air Force Base .....	lat. 27°51'00"N., .....	lat. 27°50'56"N.,
	long. 82°31'18"W. ....	long. 82°31'18"W.
Mayport, Naval Air Station Mayport, FL:		
Mayport Naval Air Station .....	lat. 30°23'30"N., .....	lat. 30°23'30"N.,
	long. 81°25'24"W. ....	long. 81°25'26"W.
Pompano Beach, FL:		
Pompano Beach VOR .....	lat. 26°14'51"N., .....	lat. 26°14'52"N.,
	long. 80°06'31"W. ....	long. 80°06'31"W.
Sanford, FL:		
Central Florida Regional Airport .....	lat. 28°46'43"N., .....	lat. 28°46'43"N.,
	long. 81°14'17"W. ....	long. 81°14'19"W.
Atlanta, Fulton County Airport-Brown Field, GA:		
Dobbins Air Force Base .....	lat. 33°54'54"N., .....	lat. 33°54'55"N.,
	long. 84°31'00"W. ....	long. 84°30'59"W.

Fort Campbell, KY: Campbell Army Air Field .....	lat. 36°40'18"N., ..... long. 87°29'36"W. ....	lat. 36°40'22"N., ..... long. 87°29'30"W. ....
Fort Knox, KY: Godman Army Air Field .....	lat. 37°54'24"N., ..... long. 85°58'24"W. ....	lat. 37°54'24"N., ..... long. 85°58'23"W. ....
Biloxi, Keesler Air Force Base, MS: Keesler Air Force Base .....	lat. 30°24'42"N., ..... long. 88°55'24"W. ....	lat. 30°24'40"N., ..... long. 88°55'25"W. ....
Cherry Point Marine Corps Air Station, NC: Cherry Point Marine Corps Air Station ...	lat. 34°54'12"N., ..... long. 76°52'54"W. ....	lat. 34°43'09"N., ..... long. 76°52'53"W. ....
Goldsboro, NC: Seymour Johnson Air Force Base .....	lat. 35°20'24"N., ..... long. 77°57'36"W. ....	lat. 35°20'23"N., ..... long. 77°57'36"W. ....
Jacksonville, New River Marine Corps Air Station, NC: Jacksonville, New River Marine Corps Air Station. New River TACAN .....	lat. 34°42'30"N., ..... long. 77°26'30"W. .... lat. 34°42'24"N., ..... long. 77°26'24"W. ....	lat. 34°42'38"N., ..... long. 77°26'22"W. .... lat. 34°42'25"N., ..... long. 77°26'26"W. ....
Mackall Army Air Field, NC: Mackall Army Air Field .....	lat. 35°02'12"N., ..... long. 79°29'54"W. ....	lat. 35°02'11"N., ..... long. 79°29'52"W. ....
Mackall NDB .....	lat. 35°01'42"N., ..... long. 79°29'12"W. ....	lat. 35°01'40"N., ..... long. 79°29'09"W. ....
Oak Grove, NC: Oak Grove HOLF .....	lat. 35°01'15"N., ..... long. 77°15'12"W. ....	lat. 35°02'00"N., ..... long. 77°15'00"W. ....
Simmons Army Air Field, NC: Simmons Army Air Field .....	lat. 35°07'54"N., ..... long. 78°56'06"W. ....	lat. 35°07'54"N., ..... long. 78°56'13"W. ....
Simmons VOR .....	lat. 35°08'00"N., ..... long. 78°66'00"W. ....	lat. 35°07'58"N., ..... long. 78°65'01"W. ....
Roosevelt Roads, PR: Roosevelt Roads NS .....	lat. 18°15'05"N., ..... long. 65°38'35"W. ....	lat. 18°15'00"N., ..... long. 65°38'00"W. ....
Beaufort, SC: Beaufort Marine Corps Air Station .....	lat. 32°28'36"N., ..... long. 80°43'24"W. ....	lat. 32°28'38"N., ..... long. 80°43'24"W. ....
Eastover, SC: McEntire Air National Guard Base .....	lat. 33°55'06"N., ..... long. 80°48'00"W. ....	lat. 33°55'05"N., ..... long. 80°48'00"W. ....
Memphis, Naval Air Station, TN: Memphis Naval Air Station .....	lat. 35°21'18"N., ..... long. 89°52'06"W. ....	lat. 35°21'19"N., ..... long. 89°52'08"W. ....

#### FAA Region: Southwest

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Little Rock, Air Force Base, AR: Jacksonville ILS Localizer .....	lat. 34°54'36"N., ..... long. 92°09'27"W. ....	lat. 34°54'36"N., ..... long. 92°10'12"W. ....
Alexandria, England Air Force Base, LA: England Air Force Base .....	lat. 31°19'38"N., ..... long. 92°32'53"W. ....	lat. 31°19'27"N., ..... long. 92°32'49"W. ....



Midway Airport .....	long. 106°06'11"W. ....	long. 106°06'29"W.
	lat. 32°52'04"N. ....	lat. 32°52'00"N.
	long. 105°59'26"W. ....	long. 106°00'00"W.
Altus, OK:		
Altus Air Force Base .....	lat. 34°39'50"N., ....	lat. 34°39'50"N.,
	long. 99°16'24"W. ....	long. 99°16'25"W.
Enid, Vance Air Force Base, OK:		
Vance VORTAC .....	lat. 36°20'42"N., ....	lat. 36°20'44"N.,
	long. 96°55'05"W. ....	long. 97°55'07"W.
Beeville, TX:		
Chase Field Naval Air Station .....	lat. 28°21'55"N., ....	lat. 28°21'33"N.,
	long. 97°39'16"W. ....	long. 97°39'38"W.
Chase TACAN .....	lat. 28°21'24"N., ....	lat. 28°21'23"N.,
	long. 97°39'48"W. ....	long. 97°39'46"W.
Corpus Christi Naval Air Station, TX:		
Corpus Christi Naval Air Station .....	lat. 27°41'35"N., ....	lat. 27°42'00"N.,
	long. 97°17'26"W. ....	long. 97°17'00"W.
Truax VORTAC .....	lat. 27°41'09"N., ....	lat. 27°41'09"N.,
	long. 97°17'41"W. ....	long. 97°17'40"W.
Dallas, Naval Air Station, TX:		
Grand Prairie Municipal Airport .....	lat. 32°41'54"N., ....	lat. 32°41'54"N.,
	long. 96°52'02"W. ....	long. 97°02'47"W.
Dallas Naval Air Station/Hensley Field ...	lat. 32°44'01"N. ....	lat. 32°44'04"N.,
	long. 96°58'08"W. ....	long. 96°58'02"W.
Dallas, Redbird Airport, TX:		
Redbird Airport .....	lat. 32°40'49"N., ....	lat. 32°40'51"N.,
	long. 96°52'02"W. ....	long. 96°52'05"W.
Kingsville, TX:		
Kingsville Naval Air Station .....	lat. 27°30'15"N., ....	lat. 27°30'25"N.,
	long. 97°48'29"W. ....	long. 97°48'34"W.
Lubbock, Reese Air Force Base, TX:		
Lubbock Reese Air Force Base .....	lat. 33°35'55"N., ....	lat. 33°35'47"N.,
	long. 102°02'35"W. ....	long. 102°02'31"W.
San Antonio, Kelly Air Force Base, TX:		
San Antonio Kelly Air Force Base .....	lat. 29°23'02"N., ....	lat. 29°22'48"N.,
	long. 98°34'51"W. ....	long. 98°35'02"W.
San Antonio, Randolph Air Force Base, TX:		
Randolph Air Force Base .....	lat. 29°31'43"N., ....	lat. 29°31'46"N.,
	long. 98°16'40"W. ....	long. 98°16'43"W.

#### FAA Region: Western-Pacific

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Falcon Field, AZ:		
Falcon Field Mesa .....	lat. 33°27'39"N., ....	lat. 33°27'39"N.,
	long. 111°43'40"W. ....	long. 111°43'39"W.
Phoenix, Luke Air Force Base, AZ:		
Luke Air Force Base TACAN .....	lat. 33°32'42"N., ....	lat. 33°32'41"N.,
	long. 112°22'54"W. ....	long. 112°22'52"W.
Alameda Naval Air Station, CA:		
Alameda Naval Air Station (Nimitz Field).	lat. 37°47'21"N. ....	lat. 37°47'26"N.
	long. 122°19'10"W. ....	long. 122°19'28"W.
China Lake Naval Air Facility, CA:		
China Lake NWC .....	lat. 35°41'18"N., ....	lat. 35°41'16"N.,
	long. 117°41'24"W. ....	long. 117°41'23"W.

Imperial Beach Naval Outlying Landing Facility, CA: Imperial Beach Naval Outlying Landing Facility TACAN.	lat. 32°33'54"N., ..... long. 117°06'30"W. ....	lat. 32°33'51"N., ..... long. 117°06'32"W.
Lompoc, Vandenberg Air Force Base, CA: Lompoc, Vandenberg Air Force Base .....	lat. 34°44'14"N., ..... long. 120°35'00"W. ....	lat. 34°43'47"N., ..... long. 120°34'33"W.
Vandenberg TACAN .....	lat. 34°44'00"N., ..... long. 120°34'54"W. ....	lat. 34°43'57"N., ..... long. 120°34'55"W.
Los Alamitos, Army Air Field, CA: Los Alamitos Army Air Field .....	lat. 33°27'24"N., ..... long. 118°03'00"W. ....	lat. 33°47'24"N., ..... long. 118°03'04"W.
Miramar Naval Air Station, CA: Miramar, Naval Air Station (Mitscher Field).	lat. 32°52'09"N. .... long. 117°08'37"W. ....	lat. 32°52'06"N. .... long. 117°08'30"W.
Mountain View, CA: Moffett Field Naval Air Station .....	lat. 37°24'54"N. .... long. 122°02'55"W. ....	lat. 37°24'55"N. .... long. 122°02'50"W.
Oxnard, Ventura, CA: Point Mugu Naval Air Station .....	lat. 34°07'09"N., ..... long. 119°07'03"W. ....	lat. 34°07'13"N., ..... long. 119°07'12"W.
Sacramento, Executive Airport, CA: Mather Air Force Base .....	lat. 38°32'53"N., ..... long. 121°18'23"W. ....	lat. 38°33'23"N., ..... long. 121°17'44"W.
San Clemente Island, CA: San Clemente Island Naval Auxillary Landing Facility. San Clemente Island TACAN .....	lat. 33°01'22"N., ..... long. 118°35'15"W. .... lat. 33°01'36"N., ..... long. 118°34'42"W. ....	lat. 33°01'24"N., ..... long. 118°35'14"W. .... lat. 33°01'37"N., ..... long. 118°34'43"W.
San Diego, San Diego-Gillespie Field, CA: Miramar Naval Air Station .....	lat. 32°52'04"N., ..... long. 117°08'27"W. ....	lat. 32°52'09"N., ..... long. 117°08'37"W.
San Diego, North Island Naval Air Station, CA: North Island TACAN .....	lat. 32°42'12"N., ..... long. 117°12'54"W. ....	lat. 32°42'09"N., ..... long. 117°12'55"W.
San Nicolas Island Naval Outlying Field, CA: San Nicolas Island Naval Outlying Field	lat. 33°14'23"N., ..... long. 119°27'27"W. ....	lat. 33°14'23"N., ..... long. 119°27'26"W.
Tustin Marine Corps Air Station, CA: Tustin Marine Corps Air Station .....	lat. 33°42'24"N., ..... long. 117°49'36"W. ....	lat. 33°42'22"N., ..... long. 117°49'35"W.
El Toro Marine Corps Air Station .....	lat. 33°40'23"N., ..... long. 117°43'50"W. ....	lat. 33°40'03"N., ..... long. 117°43'06"W.
Twentynine Palms, Expeditionary Air Field, CA: Twentynine Palms Expeditionary Air Field Marine Corps Base.	lat. 34°17'48"N., ..... long. 116°09'42"W. ....	lat. 34°17'00"N., ..... long. 116°10'00"W.
Victorville, George Air Force Base, CA: George Air Force Base .....	lat. 34°35'36"N., ..... long. 117°23'43"W. ....	lat. 34°35'03"N., ..... long. 117°23'00"W.
Guam Island, Agana Naval Air Station, GU: Agana Naval Air Station .....	lat. 13°29'00"N., ..... long. 144°47'42"E. ....	lat. 13°28'54"N., ..... long. 144°47'36"E.
Anderson TACAN .....	lat. 13°35'24"N., ..... long. 144°56'42"E. ....	lat. 13°35'23"N., ..... long. 144°56'39"E.
Nimitz VORTAC .....	lat. 13°27'16"N., ..... long. 144°43'59"E. ....	lat. 13°27'11"N., ..... long. 144°43'51"E.

Mahone Air Station	lat. 21°58'45"N.	lat. 21°58'45"N.
	long. 157°46'15"W.	long. 157°46'20"W.
Lihue, HI:		
Lihue Airport	lat. 21°58'45"N.	lat. 21°58'45"N.
	long. 159°20'29"W.	long. 159°20'30"W.
Pohakuloa, Bradshaw Army Air Field, HI:		
Bradshaw Army Air Field	lat. 19°45'47"N.	lat. 19°45'49"N.
	long. 155°33'24"W.	long. 155°33'23"W.
Fallon Naval Air Station, NV:		
Fallon Naval Air Station (Van Voorhis Field).	lat. 39°24'59"N.	lat. 39°25'00"N.
	long. 118°41'57"W.	long. 118°42'00"W.

As stated in NPRM Number 92-5, the FAA reviewed all control zones that will become Class D airspace to identify those with a minimum of one arrival extension more than 2 miles from the airspace necessary for aircraft operating under IFR to depart within controlled airspace. During this review, the FAA found some of these areas are designed in complex shapes and cannot be separated. These complex shapes result from adjoining airspace areas or occur because the control zone only includes that airspace necessary to contain intended terminal operations under IFR. The FAA has attempted to ensure that any airspace that could be designated as Class E airspace is so designated.

The FAA will amend Subpart D of FAA Order 7400.9, which is effective September 16, 1993, by establishing that portion, which is necessary for aircraft operating under IFR to depart within controlled airspace, of the airspace areas listed below as Class D airspace areas. The FAA will amend Subpart E of FAA Order 7400.9, which is effective September 16, 1993, by establishing the airspace that extends beyond the area necessary for departures as Class E airspace areas.

Name	State
FAA Region: Alaskan	
Adak	AK
Bethel	AK
Fairbanks, Eielson Air Force Base	AK
Fairbanks, Fairbanks International Airport	AK
Fairbanks, Wainwright Army Air Field	AK
Juneau	AK
Kenai	AK
King Salmon	AK
Kodiak	AK
FAA Region: Central	
Dubuque	IA
Sioux City	IA
Waterloo	IA
Fort Riley	KS
Manhattan	KS
Olathe, Johnson County Executive Airport	KS
Salina	KS
Topeka, Forbes Field	KS
Topeka, Phillip Billard Airport	KS
Wichita, McConnell Air Force Base	KS
Cape Girardeau	MO
Fort Leonard Wood	MO
Jefferson City	MO
Kansas City, Downtown Airport	MO
Kansas City, Richard-Gebaur Airport	MO
Saint Joseph	MO
Springfield	MO
Grand Island	NE

Wrightstown, McGuire Air Force Base .....	NJ
Binghamton .....	NY
Elmira .....	NY
Ithaca .....	NY
Plattsburgh .....	NY
Poughkeepsie .....	NY
Rome .....	NY
Schenectady .....	NY
Utica .....	NY
Beaver Falls .....	PA
Erie .....	PA
Fort Indiantown Gap .....	PA
Harrisburg, Capital City Airport .....	PA
Johnstown .....	PA
Lancaster .....	PA
Latrobe .....	PA
Reading .....	PA
Wilkes-Barre .....	PA
Williamsport .....	PA
Willow Grove .....	PA
Charlottesville .....	VA
Fort Eustis .....	VA
Lynchburg .....	VA
Oceana Naval Air Station .....	VA
Quantico .....	VA
Clarksburg .....	WV
Lewisburg .....	WV

#### FAA Region: Great Lakes

Alton .....	IL
Bellefonte .....	IL
Chicago, Aurora Municipal Airport .....	IL
Marion .....	IL
Bloomington .....	IN
Muncie .....	IN
Terre Haute .....	IN
Alpena .....	MI
Battle Creek, W.K. Kellogg Airport .....	MI
Jackson .....	MI
Kalamazoo/Battle Creek International Airport .....	MI
Muskegon .....	MI
Duluth, Duluth International Airport .....	MN
Rochester .....	MN
Fargo .....	ND
Grand Forks, Grand Forks International Airport .....	ND
Minot, Minot International Airport .....	ND
Cleveland, Burke Lakefront .....	OH
Cleveland, Cuyahoga County Airport .....	OH
Columbus, Ohio State University .....	OH
Springfield .....	OH
Willoughby .....	OH
Sault Sainte Marie .....	ON
Rapid City, Regional Airport .....	SD
Oshkosh .....	WI
Waukesha .....	WI

#### FAA Region: New England

Hartford .....	CT
Bangor .....	ME

Portsmouth .....	NH
FAA Region: Northwest Mountain	
Aspen .....	CO
Denver, Centennial Airport .....	CO
Grand Junction .....	CO
Pueblo .....	CO
Coeur D'Alene .....	ID
Idaho Falls .....	ID
Lewiston .....	ID
Mountain Home .....	ID
Pocatello .....	ID
Twin Falls .....	ID
Great Falls, International Airport .....	MT
Great Falls, Malmstrom Air Force Base .....	MT
Missoula .....	MT
Eugene .....	OR
Klamath Falls .....	OR
Medford .....	OR
Portland, Hillsboro .....	OR
Salem .....	OR
Bellingham .....	WA
Everett .....	WA
Moses Lake .....	WA
Olympia .....	WA
Pasco .....	WA
Tacoma, Narrows Airport .....	WA
Walla Walla .....	WA
Yakima .....	WA
Casper .....	WY
Gillette .....	WY

FAA Region: Southern	
Dothan .....	AL
Fort Rucker .....	AL
Mobile, Downtown Airport .....	AL
Troy .....	AL
Fort Pierce .....	FL
Gainesville .....	FL
Jupiter .....	FL
Key West .....	FL
Lakeland .....	FL
Mayport .....	FL
Melbourne .....	FL
Naples .....	FL
Panama City .....	FL
Sanford .....	FL
Vero Beach .....	FL
Albany, Southwest Georgia Regional Airport .....	GA
Atlanta, Dobbins Air Force Base .....	GA
Columbus, Lawson Army Air Field .....	GA
Valdosta, Regional Airport .....	GA
Fort Campbell .....	KY
Fort Knox .....	KY
Louisville, Bowman Field .....	KY
Owensboro .....	KY
Biloxi, Kessler Air Force Base .....	MI
Greenville .....	MI

North Myrtle Beach .....	SC
Tri-City .....	TN
FAA Region: Southwest	
Houma .....	LA
Altus .....	OK
Ardmore .....	OK
Enid, Vance Air Force Base .....	OK
Enid, Woodring Municipal Airport .....	OK
Corpus Christi Naval Air Station .....	TX
McAllen .....	TX
FAA Region: Western-Pacific	
Flagstaff .....	AZ
Fort Huachuca .....	AZ
Grand Canyon .....	AZ
Tucson, Ryan Field .....	AZ
Yuma .....	AZ
Camarillo .....	CA
Camp Pendleton .....	CA
Carlsbad, McClellan-Palomar .....	CA
Chico .....	CA
Crows Landing Naval Air Facility .....	CA
Fairfield, Travis Air Force Base .....	CA
Lancaster .....	CA
LeMoore Naval Air Station .....	CA
Lompac .....	CA
Los Angeles, Hawthorne Municipal Airport .....	CA
Miramar Naval Air Station .....	CA
Modesto City .....	CA
Mountain View, Moffett Field .....	CA
Oxnard/Ventura .....	CA
Palm Springs .....	CA
Palmdale .....	CA
Point Mugu Naval Air Station .....	CA
Redding .....	CA
Riverside, Riverside Municipal Airport .....	CA
Salinas .....	CA
San Clemente Island .....	CA
San Diego, Montgomery Field .....	CA
San Diego, North Island Naval Air Station .....	CA
San Luis Obispo .....	CA
San Nicholas Island .....	CA
Torrance .....	CA
Twentynine Palms Expeditionary Air Field .....	CA
Van Nuys .....	CA
Guam Island, Agana Naval Air Station .....	GU
Guam Island, Anderson Air Force Base .....	GU
Barbers Point Naval Air Station .....	HI
Hilo International Airport, General Lyman Field .....	HI
Lihue .....	HI
Kailua-Kona .....	HI
Molokai .....	HI
Kwajalein Island .....	MQ
Fallon Naval Air Station .....	NV

**FAA Region: Alaskan**

Bettles, AK  
Cordova, Smith Airport, AK  
Deadhorse AK

Gulkana, AK  
Iliama, AK  
Sitka, AK

Unalakleet, AK

**FAA Region: Central**

Burlington, IA  
Clinton, IA  
Davenport, IA  
Fort Dodge, IA  
Mason City, IA  
Ottumwa, IA  
Chanute, KS  
Dodge City, KS

Emporia, KS  
Garden City, KS  
Goodland, KS  
Liberal, KS  
Kirksville, MO  
Rolla/Vichy, Rolla National  
Airport, MO  
Alliance, NE

Chadron, NE  
Columbus, NE  
Hastings, NE  
Kearney, NE  
McCook, NE  
Norfolk, NE  
North Platte, NE  
Sidney, NE

**FAA Region: Eastern**

Salisbury, MD  
Millville, NJ  
Glens Falls, NY  
Jamestown, NY  
Massena, NY  
Watertown, NY

Altoona, PA  
Bradford, PA  
Franklin, PA  
Philipsburg, PA  
State College, PA  
Danville, VA

Hot Springs, VA  
Staunton, VA  
Beckley, WV  
Bluefield, WV  
Elkins, WV

**FAA Region: Great Lakes**

Danville, IL  
Mount Vernon, IL  
Benton Harbor, MI  
Escanaba, MI  
Hancock, MI  
Iron Mountain, MI  
Marquette, MI  
Pellston, MI  
Sault Sainte Marie, Chippewa  
County Airport, MI  
Bemidji, MN

Fairmont, MN  
Hibbing, MN  
Mankato, MN  
Worthington, MN  
Devils Lake, ND  
Dickinson, ND  
Jamestown, ND  
Akron, Fulton International  
Airport, OH  
Findlay, OH  
Aberdeen, SD

Brookings, SD  
Huron, SD  
Mitchell, SD  
Pierre, SD  
Watertown, SD  
Eau Claire, WI  
Mosinee, WI  
Rhineland, WI  
Wausau, WI

**FAA Region: New England**

Augusta, ME

Houlton, ME

Concord, NH

**FAA Region: Northwest Mountain**

Cortez, CO  
Durango, CO  
Hayden, CO  
Montrose, CO  
Burley, ID

Bozeman, MT  
Coppertown, MT  
Cutbank, MT  
Glasgow, MT  
Havre, MT

Kalispell, MT  
Lewistown, MT  
Livingston, MT  
Miles City, MT  
Astoria, OR

Muscle Shoals, AL  
Miami, Dade-Collier Training  
and Transition Airport, FL  
Tampa, Peter O'Knight  
Airport, FL  
Alma, GA  
Athens, GA  
Brunswick, Glynnco Jetport, GA  
Brunswick, Malcolm/  
McKinnon Airport, GA

Hattiesburg, MS  
Jackson, Bruce Campbell  
Field, MS  
McComb, MS  
Tupelo, MS  
Hickory, NC  
Jacksonville, Albert J. Ellis,  
NC  
New Bern, NC  
Rocky Mount, NC

Ponce, PR  
Anderson, SC  
Spartanburg, SC  
Crossville, TN  
Dyersburg, TN  
Jackson, TN

**FAA Region: Southwest**

El Dorado, AR  
Harrison, AR  
Hot Springs, AR  
Jonesboro, AR  
Pine Bluff, AR  
Carlsbad, NM  
Deming, NM  
Gallup, NM

Las Vegas, NV  
Tucumcari, NM  
Bartlesville, OK  
Gage, OK  
Hobart, OK  
McAlester, OK  
Ponca City, OK  
Alice, TX

Childress, TX  
Dalhart, TX  
Galveston, TX  
Lufkin, TX  
Mineral Wells, TX  
Palacios, TX  
Victoria, TX  
Wink, TX

**FAA Region: Western-Pacific**

Douglas, AZ  
Winslow, AZ  
Arcata, CA  
Blythe, CA  
Crescent City, CA

Marysville, Yuba County, CA  
Merced, Macready Field, CA  
Needles, CA  
Paso Robles County, CA  
Thermal, CA

Kapalua, West Maui Airport,  
HI  
Lanai, HI  
Waimea-Kohala, HI  
Tonopah, NV

The airspace areas listed below have been amended by separate rulemaking since the review of control zones by the FAA regions and these amendments were not proposed in NPRM Number 92-5. The FAA adopts as proposed the control zones listed below, with minor modifications and technical corrections. Because this action does not change the boundaries and configuration of controlled airspace, with respect to these areas it is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

**FAA Region: Central**

*Hayes, KS:* The airspace description for this area, which was established by Airspace Docket Number 92-ACE-02, is added to this final rule.

**FAA Region: Northwest Mountain**

*Jackson Hole, WY:* The airspaces description for this area, which was established by Airspace Docket Number 92-ANM-7, is added to this final rule.

*Sheridan, WY:* The airspace description for this area is revised according to Airspace Docket Number 92-ANM-4.

*Worland, WY:* The airspace description for this area is revised according to Airspace Docket Number 92-ANM-5.

**FAA Region: Southern**



*Barrow, Barrow/Wiley Post-Will Rogers Memorial Airport, AK:* The airspace description is revised by including editorial modifications.

*Cold Bay, AK:* The airspace description is revised to delete unnecessary language.

*Dillingham, AK:* The airspace description is revised by including editorial modifications.

*Homer, AK:* The airspace description is revised to delete unnecessary language.

*Kotzebue, AK:* The airspace description is revised by replacing references to the "Kotzebue/Ralph Wien Memorial Airport" with "Ralph Wien Memorial Airport" and by including editorial modifications.

*McGrath, AK:* The airspace description is revised by including editorial modifications.

*Nome, AK:* The airspace description is revised to delete unnecessary language.

*Northway, AK:* The airspace description is revised by adding the geographic position of the Northway VORTAC and by including editorial modifications.

*Talkeetna, AK:* The airspace description is revised by replacing references to the "Talkeetna VOR" with the "Talkeetna VOR/DME" and by including editorial modifications.

*Tanana, AK:* The airspace description is revised by changing the name of the "Tanana/Ralph M. Calhoun Memorial Airport" with the "Ralph M. Calhoun Memorial Airport."

*Yakutat, AK:* The airspace description is revised by including editorial modifications.

#### **FAA Region: Eastern**

*Du Bois, PA:* The airspace description is revised by changing the width of the northeast arrival extension from 5.4 miles to 5.2 miles.

#### **FAA Region: Great Lakes**

*Galesburg, IL:* The airspace description is revised by replacing all references to the "Galesburg VOR" with the "Galesburg VOR/DME."

*Brainerd, MN:* The airspace description is revised by changing the name of "Brainerd-Crow Wing County/Walter F. Wieland Field" to "Brainerd-Crow Wing County Airport."

*Grand Rapids, MN:* The airspace description is revised by changing the name of "Grand Rapids, Itasca County-Gordon Newstrom Field" to "Grand Rapids/Itasca County Gordon Newstrom Field Airport."

*International Falls, MN:* The airspace description is revised by changing the name of "International Falls Airport" to "Falls International Airport."

*Williston, ND:* The airspace description is revised by changing the name of "Sloulin International Airport" to "Sloulin Field International Airport."

*Wilmington, OH:* The airspace description is revised by replacing all references to the "Midwest VOR" to the "Midwest VOR/DME" and by adding an extension based on the 041° radial of the Midwest VOR/DME.

*Yankton, SD:* The airspace description is revised by replacing all references from "Yankton VOR" to "Yankton VOR/DME."

*Minocqua-Woodruff, WI:* The airspace description is revised by changing the name of "Noble F. Lee Memorial Field Airport" to "Lakeland/Noble F. Lee Memorial Field Airport."

#### **FAA Region: New England**

*Newport, OR:* The airspace description is not revised. The control zone will become Class E airspace on September 16, 1993, not Class D airspace as identified in NPRM No. 92-5.

*North Bend, OR:* The airspace description is revised by replacing all references to the "Emire LOM" with the "Emire LOM/NDB."

#### FAA Region: Southern

*Bowling Green, KY:* The airspace description is revised by changing the name of "Bowling Green-Warren County Airport" to "Bowling Green-Warren County Regional Airport."

*Mayaguez, PR:* The airspace description is revised by replacing all references to the "Mayaguez VOR" with the "Mayaguez VOR/DME."

#### FAA Region: Southwest

*Temple, TX:* The airspace description is revised by replacing all references to the "Temple VOR" with the "Temple VOR/DME" and by eliminating the proposed extension from the Temple ILS localizer.

#### FAA Region: Western-Pacific

*El Centro, Imperial County Airport, CA:* The airspace description is revised by deleting the reference to a ceiling. This control zone will become Class E airspace on September 16, 1993, and will extend upward from the surface to the overlying or adjacent controlled airspace.

*Visalia, CA:* The airspace description is revised by deleting an exclusion for the Green Acres Airport. The airport no longer exists.

*Midway Island, Midway Naval Air Facility, MO:* The airspace description is revised by eliminating the proposed arrival extension based on the Midway Island NDB, which is decommissioned.

*Elko, NV:* The airspace description is revised by changing the name of "Elko Municipal Airport" to "Elko Municipal-J.C. Harris Field."

Revisions to proposed airspace areas by updating a geographic position:

#### FAA Region: Alaskan

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
<b>Amchitka Island, AK:</b>		
Amchitka Island Airport .....	lat. 51°22'43"N., ..... long. 179°15'32"E. ....	lat. 51°22'48"N., ..... long. 179°16'24"E
Amchitka VORTAC .....	lat. 51°23'02"N., ..... long. 179°17'02"E. ....	lat. 51°22'37"N., ..... long. 179°16'37"E.
<b>Barrow, AK:</b>		
Barrow/Wiley Post-Will Rogers Memorial Airport.	lat. 71°17'09"N., ..... long. 156°47'25"W. ....	lat. 71°17'09"N., ..... long. 156°45'45"W.
<b>Big Delta, AK:</b>		
Allen Army Air Field Airport .....	lat. 63°59'42"N., ..... long. 145°43'05"W. ....	lat. 63°59'07"N., ..... long. 145°43'01"W.
<b>Dillingham, AK:</b>		
Dillingham VOR/DME .....	lat. 58°59'42"N., ..... long. 158°33'02"W. ....	lat. 58°59'42"N., ..... long. 158°33'00"W.

Alexandria, MN:		
Alexandria, Chandler Field .....	lat. 45°51'59"N., ..... long. 95°23'35"W. ....	lat. 45°51'59"N., ..... long. 95°23'40"W. ....
Redwood Falls, MN:		
Redwood Falls Municipal Airport .....	lat. 44°32'45"N., ..... long. 95°04'50"W. ....	lat. 44°32'50"N., ..... long. 95°04'55"W. ....
Thief River Falls, MN:		
Thief River Falls Regional .....	lat. 48°03'53"N., ..... long. 96°11'01"W. ....	lat. 48°03'56"N., ..... long. 96°10'59"W. ....
Zanesville, OH:		
Riverside Airport .....	lat. 39°59'10"N., ..... long. 81°59'00"W. ....	lat. 39°59'10"N., ..... long. 81°59'02"W. ....
Lone Rock, WI:		
Tri-County Regional Airport .....	lat. 43°12'36"N., ..... long. 90°11'06"W. ....	lat. 43°12'41"N., ..... long. 90°10'54"W. ....

#### FAA Region: Northwest Mountain

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Akron, CO:		
Akron-Washington County Airport .....	lat. 40°10'18"N., ..... long. 103°12'54"W. ....	lat. 40°10'32"N., ..... long. 103°13'18"W. ....
Alamosa, CO:		
San Luis Valley Regional/Bergman Field .....	lat. 37°26'10"N., ..... long. 105°51'56"W. ....	lat. 37°26'06"N., ..... long. 105°51'59"W. ....
Eagle, CO:		
Eagle County Regional Airport .....	lat. 39°38'37"N., ..... long. 106°54'50"W. ....	lat. 39°38'33"N., ..... long. 106°55'02"W. ....
Burns, OR:		
Wildhorse VOR/DME .....	lat. 43°35'36"N., ..... long. 118°57'15"W. ....	lat. 43°35'36"N., ..... long. 118°57'14"W. ....
Bremerton, WA:		
Bremerton National Airport .....	lat. 47°29'34"N., ..... long. 122°45'28"W. ....	lat. 47°29'35"N., ..... long. 122°45'40"W. ....

#### FAA Region: Southern

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Crestview, FL:		
Duke Field .....	lat. 30°39'06"N., ..... long. 86°31'24"W. ....	lat. 30°39'06"N., ..... long. 86°31'23"W. ....

#### FAA Region: Southwestern

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Truth or Consequences, NM:		
Truth or Consequences Municipal Airport .....	lat. 33°14'07"N., ..... long. 107°16'08"W. ....	lat. 33°14'10"N., ..... long. 107°16'13"W. ....

## Transition Areas

In NPRM Number 92-5, the FAA proposed to modify transition areas by: (1) converting the lateral unit of measurement from statute miles to nautical miles; (2) redesignating the areas to contain intended operations under IFR; and (3) replacing control zone departure extensions with transition areas. No comments were received on this proposal.

With the exception of the modifications listed below, the FAA will adopt the proposal to modify the following transition areas. Transition areas are published in Section 71.181 of the FAA Handbook 7400.7. The descriptions of the transition areas listed in this document will be published subsequently in the Handbook 7400.7—Supplement and the corresponding Class E airspace areas in Subpart E of FAA Order 7400.9, which becomes effective September 16, 1993.

### FAA Region: Alaskan

Annette Island, AK  
Anvik, AK  
Bettles, AK  
Big Lake, AK  
Biorka Island, AK  
Farewell, AK

Homer, AK  
Huslia, AK  
Iliama, AK  
Johnstone Point, AK  
Kenai, AK  
Mekoryuk, AK

Middleton Island, AK  
Moses Point, AK  
Quinhagak, AK  
Sand Point, AK  
Selawik, AK  
Yakataga, AK

### FAA Region: Central

Albia, IA  
Algona, IA  
Atlantic, IA  
Bloomfield, IA  
Burlington, IA  
Carroll, IA  
Cedar Rapids, IA  
Centerville, IA  
Cherokee, IA  
Clarinda, IA  
Clarion, IA  
Clinton, IA  
Corning, IA  
Cresco, IA  
Creston, IA  
Decorah, IA  
Denison, IA  
Des Moines, IA  
Dubuque, IA  
Eagle Grove, IA  
Emmetsburg, IA  
Estherville, IA  
Fairfield, IA  
Forest City, IA  
Fort Dodge, IA  
Fort Madison, IA

Greenfield, IA  
Grinnell, IA  
Hampton, IA  
Harlan, IA  
Iowa, IA  
Iowa City, IA  
Iowa Falls, IA  
Jefferson, IA  
Keokuk, IA  
Knoxville, IA  
Le Mars, IA  
Mapleton, IA  
Maquoketa, IA  
Mason City, IA  
Milford, IA  
Monticello, IA  
Muscatine, IA  
Newton, IA  
Oelwein, IA  
Orange City, IA  
Osceola, IA  
Oskaloosa, IA  
Ottumwa, IA  
Pella, IA  
Perry, IA  
Pocahontas, IA

Red Oak, IA  
Rock Rapids, IA  
Sac City, IA  
Sheldon, IA  
Sibley, IA  
Sioux Center, IA  
Spencer, IA  
Storm Lake, IA  
Tipton, IA  
Waverly, IA  
West Union, IA  
Winterset, IA  
Abilene, KS  
Anthony, KS  
Atchison, KS  
Belleville, KS  
Beloit, KS  
Benton, KS  
Chanute, KS  
Coffeyville, KS  
Colby, KS  
Concordia, KS  
Dodge City, KS  
El Dorado, KS  
Emporia, KS  
Eureka, KS

Johnson, KS  
 Kansas, KS  
 Kingman, KS  
 Lawrence, KS  
 Liberal, KS  
 Marysville, KS  
 McPherson, KS  
 Meade, KS  
 Neodesha, KS  
 Newton, KS  
 Norton, KS  
 Oakley, KS  
 Oberlin, KS  
 Olathe, Johnson County  
   Industrial Airport, KS  
 Ottawa, KS  
 Parsons, KS  
 Phillipsburg, KS  
 Pratt, KS  
 Russell, KS  
 Saint Francis, KS  
 Smith Center, KS  
 Topeka, Forbes Airfield, KS  
 Ulysses, KS  
 Wellington, KS  
 Winfield/Arkansas City, KS  
 Aurora, MO  
 Cabool, MO  
 Cameron, MO  
 Cassville, MO  
 Charleston, MO  
 Chesterfield, MO  
 Clinton, MO  
 Columbia, MO  
 Creve Coeur, MO  
 Cuba, MO  
 Dexter, MO

Jefferson City, MO  
 Kaiser, MO  
 Kansas City, Kansas City  
   International Airport, MO  
 Kansas City, Richards-Gebaur  
   Airport, MO  
 Kennett, MO  
 Kirksville, MO  
 Lake Winnebago, MO  
 Lamar, MO  
 Lebanon, MO  
 Macon-Fower, MO  
 Malden, MO  
 Marshall, MO  
 Missouri, MO  
 Monett, MO  
 Mountain Grove, MO  
 Mountain View, MO  
 Neosho, MO  
 Nevada, MO  
 New Madrid, MO  
 Ozark, MO  
 Perryville, MO  
 Point Lookout, MO  
 Poplar Bluff, MO  
 Rolla, Downtown Airport, MO  
 Rolla/Vichy, Rolla National  
   Airport, MO  
 Saint Joseph, MO  
 Sikeston, MO  
 Springfield, MO  
 Stockton, MO  
 West Plains, MO  
 Ainsworth, NE  
 Albion, NE  
 Alliance, NE  
 Aurora, NE

Fairbury, NE  
 Fairmont, NE  
 Falls City, NE  
 Fremont, NE  
 Gordon, NE  
 Gothenburg, NE  
 Grand Island, NE  
 Grant, NE  
 Hastings, NE  
 Hebron, NE  
 Holdrege, NE  
 Imperial, NE  
 Kearney, NE  
 Kimball, NE  
 Lexington, NE  
 Lincoln, NE  
 McCook, NE  
 Minden, NE  
 Nebraska, NE  
 Norfolk, NE  
 North Platte, NE  
 O'Neill, NE  
 Ogallala, NE  
 Omaha, Eppley Field, NE  
 Omaha, Millard Airport, NE  
 Ord, NE  
 Oshkosh, NE  
 Plattsmouth, NE  
 Seward, NE  
 Sidney, NE  
 Superior, NE  
 Tekamah, NE  
 Thedford, NE  
 Valentine, NE  
 Wahoo, NE  
 Wayne, NE  
 York, NE

#### FAA Region: Eastern

District of Columbia, DC  
 Delaware, DE  
 Georgetown, DE  
 Cambridge, MD  
 College Park, MD  
 Cumberland, MD  
 Gaithersburg, MD  
 Hagerstown, MD  
 Leonardtown, MD

Maryland, MD  
 Oakland, MD  
 Salisbury, MD  
 Westminster, Carroll County  
   Airport, MD  
 Andover, NJ  
 Atlantic City, Atlantic City  
   International Airport, NJ  
 Blairstown, NJ

Linden, NJ  
 Manahawkin, NJ  
 Manville, NJ  
 Matawan, NJ  
 New Jersey, NJ  
 Old Bridge, NJ  
 Pitman, NJ  
 Pittstown, NJ  
 Princeton, NJ

Batavia, NY  
Buffalo, NY  
Cortland, NY  
Dunkirk, NY  
Durhamville, NY  
East Hampton, NY  
Elmira, NY  
Endicott, NY  
Fort Drum, NY  
Fulton, NY  
Glens Falls, NY  
Hamilton, NY  
Hornell, NY  
Hudson, NY  
Islip, NY  
Ithaca, NY  
Jamestown, NY  
LeRoy, NY  
Massena, NY  
New York State, NY  
Norwich, NY  
Ogdensburg, NY  
Olean, NY  
Oneonta, NY  
Palmyra, NY  
Penn Yan, NY  
Poughkeepsie, NY  
Rochester, NY  
Saranac Lake, NY  
Schenectady, NY  
Shirley, NY  
Sidney, NY  
Skaneateles, NY  
Syracuse, NY  
Watertown, NY  
Wellsville, NY  
Williamson, NY  
Wurtsboro, NY  
Allentown, PA  
Altoona, PA  
Annville, PA  
Bedford, PA  
Bloomsburg, PA  
Bradford, PA  
Butler, PA  
Chambersburg, PA

Franklin, PA  
Galeton, PA  
Greenville, PA  
Grove City, PA  
Harrisburg, PA  
Hershey, PA  
Honesdale, PA  
Indiana, PA  
Johnstown, PA  
Lancaster, PA  
Latrobe, PA  
Leighton, PA  
Marietta, PA  
Meadville, PA  
Monongahela, PA  
Mount Pocono, PA  
New Castle, PA  
North Philadelphia, PA  
Pennsylvania, PA  
Perkasie, PA  
Philadelphia, PA  
Philipsburg, PA  
Pittsburgh, PA  
Pottstown, PA  
Pottsville, PA  
Punxsutawney, PA  
Quakertown, PA  
Reading, PA  
Reedsville, PA  
Saint Marys, PA  
Selinsgrove, PA  
Shamokin, PA  
Somerset, PA  
State College, PA  
Titusville, PA  
Toughkenamon, PA  
Washington, PA  
Wilkes-Barre, PA  
Williamsport, PA  
York, PA  
Ashland, VA  
Birch, Hollow, VA  
Blacksburg, VA  
Brookneal, VA  
Charlottesville, VA  
Chase City, VA

Galax, VA  
Gloucester, VA  
Gordonsville, VA  
Hot Springs, VA  
Louisa, VA  
Luray, VA  
Lynchburg, VA  
Marion, VA  
Martinsville, VA  
Melfa, VA  
Midland, VA  
Moneta, VA  
Orange, VA  
Pennington Gap, VA  
Petersburg, VA  
Portsmouth, VA  
Quinton, VA  
Richmond, VA  
Roanoke, VA  
South Boston, VA  
South Hill, VA  
Staunton, VA  
Suffolk, VA  
Tangier, VA  
Upperville, VA  
Virginia, VA  
Wakefield, VA  
West Point, VA  
Williamsburg, VA  
Wise, VA  
Beckley, WV  
Bluefield, WV  
Charleston, WV  
Elkins, WV  
Fairmont, WV  
Martinsburg, WV  
Milton, WV  
Moundsville, WV  
Petersburg, WV  
Pineville, WV  
Point Pleasant, WV  
Ravenwood, WV  
Summersville, WV  
West Virginia, WV

Galesburg, IL  
 Illinois, IL  
 Lansing, IL  
 Lincoln, IL  
 Macomb, IL  
 Mattoon, IL  
 Monticello, IL  
 Olney, IL  
 Peoria, IL  
 Pickneyville, IL  
 Robinson, IL  
 Springfield, IL  
 Taylorville, IL  
 Anderson, IN  
 Angola, IN  
 Atterbury, IN  
 Auburn, IN  
 Bloomington, IN  
 Columbus, IN  
 Connersville, IN  
 Crawfordsville, IN  
 Elkhart, IN  
 Evansville, IN  
 Frankfort, IN  
 French Lick, IN  
 Goshen, IN  
 Greencastle, IN  
 Greenwood, IN  
 Huntingburg, IN  
 Indiana, IN  
 Indianapolis, Indianapolis  
 International Airport, IN  
 Jeffersonville, IN  
 Kentland, IN  
 Knox, IN  
 Kokomo, IN  
 La Porte, IN  
 Lafayette, Aretz Airport, IN  
 Lafayette, Purdue University  
 Airport, IN  
 Logansport, IN  
 Lowell, IN  
 Madison, IN  
 Marion, IN  
 Monticello, IN  
 Mount Comfort, IN  
 Muncie, IN  
 Nappanee, IN

Shelbyville, IN  
 Sheridan, IN  
 Sullivan, IN  
 Tell City, IN  
 Terre Haute, IN  
 Warsaw, IN  
 Washington, IN  
 Winchester, IN  
 Adrian, MI  
 Alpena, MI  
 Bellaire, MI  
 Benton Harbor, MI  
 Big Rapids, MI  
 Clare, MI  
 Deckerville, MI  
 Detroit, MI  
 Dowagiac, MI  
 Eaton Rapids, MI  
 Escanaba, MI  
 Frankfort, MI  
 Fremont, MI  
 Gaylord, MI  
 Grand Ledge, MI  
 Grand Rapids, MI  
 Hancock, Houghton County  
 Memorial Airport, MI  
 Harbor Springs, MI  
 Hastings, MI  
 Howell, MI  
 Iron Mountain, MI  
 Ironwood, MI  
 Jackson, MI  
 K.I. Sawyer Air Force Base,  
 MI  
 Kalamazoo/Battle Creek  
 International Airport, MI  
 Lansing, MI  
 Manistee, MI  
 Marquette, MI  
 Menominee, MI  
 Michigan, MI  
 Pellston, MI  
 Roscommon, MI  
 Sault Sainte Marie, Chippewa  
 County Airport, MI  
 Standish, MI  
 Sturgis, MI  
 Traverse City, MI

Dodge Center, MN  
 Duluth, Duluth International  
 Airport, MN  
 Ely, MN  
 Eveleth-Virginia Municipal  
 Airport, MN  
 Fairmont, MN  
 Fergus Falls, MN  
 Hallock, MN  
 Hawley, MN  
 Hibbing, MN  
 Litchfield, MN  
 Mankato, MN  
 Minnesota, MN  
 Mora, MN  
 Orr, MN  
 Ramsey, Gateway North  
 Industrial Airpark, MN  
 Rochester, MN  
 Roseau, MN  
 Saint Cloud, MN  
 Winona, MN  
 Worthington, MN  
 Bowman, ND  
 Casselton, ND  
 Devils Lake, ND  
 Dickinson, ND  
 Grand Forks, ND  
 Hettinger, ND  
 Jamestown, ND  
 Litchville, ND  
 Mandan, ND  
 Mohall, ND  
 New Town, ND  
 Watford City, ND  
 Williston, ND  
 Alliance, OH  
 Ashland, OH  
 Ashtabula, OH  
 Athens-Albany, Ohio  
 University Airport, OH  
 Beach City, OH  
 Bellefontaine, OH  
 Bryan, OH  
 Bucyrus, OH  
 Cadiz, OH  
 Cambridge, OH  
 Carrollton, OH

Findlay, OH  
 Fostoria, OH  
 Fremont, OH  
 Gallipolis, OH  
 Georgetown, OH  
 Harrison, OH  
 Hillsboro, OH  
 Jackson, OH  
 Kenton, OH  
 Lebanon, OH  
 London, OH  
 Marion, OH  
 Marysville, OH  
 Medina, OH  
 Middlefield, OH  
 Middletown, OH  
 Millersburg, OH  
 Mount Gilead, OH  
 Mount Vernon, OH  
 Napoleon, OH  
 New Lexington OH  
 New Philadelphia, OH  
 Newark, OH  
 Ohio, OH  
 Ottawa, OH  
 Oxford, OH  
 Phillipsburg, OH  
 Port Clinton, OH  
 Portsmouth, OH  
 Saint Clairsville, OH  
 Salem, OH

Woodsfield, OH  
 Wooster, OH  
 Youngstown, Youngstown  
 Municipal Airport, OH  
 Zanesville, OH  
 Thunder Bay, ON  
 Aberdeen, SD  
 Britton, SD  
 Madison, SD  
 Mitchell, SD  
 Mobridge, SD  
 Philip, SD  
 Pierre, SD  
 Spearfish, SD  
 Vermillion, SD  
 Wagner, SD  
 Winner, SD  
 Yankton, SD  
 Amery, WI  
 Antigo, WI  
 Ashland, WI  
 Baraboo, WI  
 Black River Falls, WI  
 Boscobel, WI  
 Burlington, WI  
 Cable, WI  
 Clintonville, WI  
 Cumberland, WI  
 Eagle River, WI  
 Eau Claire, WI  
 Grantsburg, WI

Madison, WI  
 Manitowoc, WI  
 Marshfield, WI  
 Medford, WI  
 Merrill, WI  
 Milwaukee, WI  
 Mineral Point, WI  
 Monroe, WI  
 Mosinee, WI  
 Neillsville, WI  
 New Holstein, WI  
 New Richmond, WI  
 Oconto, WI  
 Osceola, WI  
 Oshkosh, WI  
 Phillips, WI  
 Platteville, WI  
 Prairie DuChien, WI  
 Pulaski, WI  
 Rhinelander, WI  
 Sheboygan, WI  
 Shell Lake, WI  
 Siren, WI  
 Solon Springs, WI  
 Stevens Point, WI  
 Sturgeon Bay, WI  
 Superior, WI  
 Waupaca, WI  
 Wausau, WI  
 West Bend, WI  
 Wisconsin, WI

#### FAA Region: New England

Bozrah, CT  
 Bridgeport, CT  
 Chester, CT  
 Connecticut, CT  
 Danbury, CT  
 Madison, CT  
 Meriden, CT  
 New Haven, CT  
 Oxford, CT  
 Willimantic, CT  
 Windsor Locks, Bradley  
 International Airport, CT  
 Augusta, ME  
 Bangor, ME  
 Belfast, ME

Biddeford, ME  
 Fryeburg, ME  
 Greenville, ME  
 Hoyulton, ME  
 Lincoln, ME  
 Machias, ME  
 Maine, ME  
 Millinocket, ME  
 Norridgewock, ME  
 Old Town, ME  
 Sanford, ME  
 Wiscasset, ME  
 Boston, MA  
 Fall River, MA  
 Fitchburg, MA

Gloucester, MA  
 Great Barrington, MA  
 Haverhill, MA  
 Marshfield, MA  
 Nantucket, MA  
 New Bedford, MA  
 Newburyport, MA  
 Northampton, MA  
 Palmer, MA  
 Pittsfield, MA  
 Provincetown, MA  
 Southbridge, MA  
 Taunton, MA  
 Westfield, MA  
 Worcester, MA



Alamosa, CO  
 Aspen, CO  
 Blue Mesa, CO  
 Burlington, CO  
 Colorado Springs, CO  
 Cortez, CO  
 Denver, Centennial Airport,  
 CO  
 Erie, CO  
 Fort Collins, CO  
 Fort Morgan, CO  
 Grand Junction, CO  
 Greeley, CO  
 Hayden, CO  
 Holyoke, CO  
 Hugo, CO  
 Kremmling, CO  
 La Junta, CO  
 Lamar, CO  
 Meeker, CO  
 Pueblo, CO  
 Rifle, CO  
 Sterling, CO  
 Telluride, CO  
 Tobe, CO  
 Boise, ID  
 Burley, ID  
 Dubois, ID  
 Gooding, ID  
 Hailey, ID  
 Idaho Falls, ID  
 Malad City, ID  
 McCall, ID  
 Mullan Pass, ID  
 Pocatello, ID  
 Rexburg, ID  
 Bozeman, MT

Butte, MT  
 Chouteau, MT  
 Conrad, MT  
 Coppertown, MT  
 Cutbank, MT  
 Dillon, MT  
 Forsyth, MT  
 Glasgow, MT  
 Great Falls, MT  
 Havre, MT  
 Helena, MT  
 Kalispell, MT  
 Lewistown, MT  
 Missoula, MT  
 Polson, MT  
 Shelby, MT  
 Wolf Point, MT  
 Baker, OR  
 Bend, OR  
 Burns, OR  
 Klamath Falls, OR  
 La Grande, OR  
 Lakeview, OR  
 Medford, OR  
 North Bend, OR  
 Ontario, OR  
 Redmond, OR  
 Roseburg, OR  
 Salem, OR  
 Tillamook, OR  
 Bonneville, UT  
 Brigham City, UT  
 Bryce Canyon, UT  
 Cedar City, UT  
 Delta, UT  
 Duchesne, UT  
 Huntington, UT

Logan, UT  
 Lucin, UT  
 Milford, UT  
 Moab, UT  
 Ogden, UT  
 Price, UT  
 Roosevelt, UT  
 Salt Lake City, UT  
 Tooele, UT  
 Vernal, UT  
 Wendover, UT  
 Ellensburg, WA  
 Kelso, WA  
 Omak, WA  
 Pasco, WA  
 Quincy, WA  
 Seattle, WA  
 Walla Walla, WA  
 Big Piney, WY  
 Buffalo, WY  
 Casper, WY  
 Cheyenne, WY  
 Cody, WY  
 Cowley, WY  
 Douglas, WY  
 Evanston, WY  
 Fort Bridger, WY  
 Gillette, WY  
 Greybull, WY  
 Jackson, WY  
 Laramie, WY  
 Rawlins, WY  
 Riverton, WY  
 Sheridan, WY  
 Torrington, WY  
 Worland, WY

#### FAA Region: Southern

Alabama, AL  
 Alabaster, AL  
 Alexander City, AL  
 Anniston, AL  
 Auburn, AL  
 Bay Minette, AL  
 Brewton, AL  
 Butler, AL  
 Centre, AL

Clanton, AL  
 Clayton, AL  
 Cullman, AL  
 Demopolis, AL  
 Dothan, AL  
 Eufaula, AL  
 Evergreen, AL  
 Fayette, AL  
 Foley, AL

Gadsden, AL  
 Greensboro, AL  
 Greenville, AL  
 Gulf Shores,  
 Haleyville, AL  
 Hamilton, AL  
 Huntsboro, AL  
 Huntsville, AL  
 Jasper, AL

Vernon, AL  
 Wetumpka, AL  
 Brooksville, FL  
 Bunnell, FL  
 Daytona Beach, FL  
 Deland, FL  
 Eglin Air Force Base, FL  
 Fernandina Beach, FL  
 Florida, FL  
 Fort Myers, FL  
 Gainesville, FL  
 Immokalee, FL  
 Keystone Heights, FL  
 Lake City, FL  
 Leesburg, FL  
 Marathon, FL  
 Marco Island, FL  
 Marianna, FL  
 Melbourne, FL  
 Miami, Dade-Collier Training  
 and Transition Airport, FL  
 Naples, FL  
 New Port Richey, FL  
 New Smyrna Beach, FL  
 Ocala, FL  
 Pahokee, FL  
 Palatka, FL  
 Perry, FL  
 Saint Augustine, FL  
 Sarasota, FL  
 Sebring, FL  
 Titusville, FL  
 Venice, FL  
 West Palm Beach, FL  
 Williston, FL  
 Zephyrhills, FL  
 Albany, GA  
 Alma, GA  
 Americus, GA  
 Athens, GA  
 Augusta, GA  
 Baxley, GA  
 Brunswick, GA  
 Cairo, GA  
 Camilla, GA  
 Carrollton, GA  
 Cartersville, GA  
 Cedartown, GA  
 Claxton, GA

Eastman, GA  
 Elberton, GA  
 Fitzgerald, GA  
 Fort Stewart, GA  
 Gainesville, GA  
 Greensboro, GA  
 Griffin, GA  
 Hazlehurst, GA  
 Hinesville, GA  
 Homerville, GA  
 Jasper, GA  
 Jefferson, GA  
 Jesup, GA  
 La Grange, GA  
 Lawrenceville, GA  
 Madison, GA  
 McRae, GA  
 Metter, GA  
 Milledgeville, GA  
 Moultrie, GA  
 Nashville, GA  
 Newnan, GA  
 Peachtree City, GA  
 Pine Mountain, GA  
 Plains, GA  
 Rome, GA  
 Saint Mary's, GA  
 Sandersville, GA  
 Statesboro, GA  
 Swainsboro, GA  
 Sylvania, GA  
 Tifton, GA  
 Toccoa, GA  
 Valdosta, GA  
 Vidalia, GA  
 Washington, GA  
 Waycross, GA  
 Winder, GA  
 Ashland, KY  
 Bardstown, KY  
 Campbellsville, KY  
 Danville, KY  
 Elizabethtown, KY  
 Flemingsburg, KY  
 Frankfort, KY  
 Glasgow, KY  
 Greenville, KY  
 Hawesville, KY  
 Henderson, KY

Paducah, KY  
 Paducah, Barkley Regional  
 Airport, KY  
 Richmond, KY  
 Russellville, KY  
 Springfield, KY  
 Sturgis, KY  
 Bay Saint Louis, MS  
 Booneville, MS  
 Brookhaven, MS  
 Cleveland, MS  
 Columbia, MS  
 Corinth, MS  
 Drew, MS  
 Fulton, MS  
 Greenville, MS  
 Greenwood, MS  
 Hattiesburg, MS  
 Holly Springs, MS  
 Indianola, MS  
 Jackson, MS  
 Kosciusko, MS  
 Laurel, MS  
 Louisville, MS  
 Marks, MS  
 McComb, MS  
 Natchez, MS  
 Okolona, MS  
 Oxford, MS  
 Philadelphia, MS  
 Picayune, MS  
 Prentiss, MS  
 Ripley, MS  
 Starkville, MS  
 Tupelo, MS  
 Vicksburg, MS  
 Yazoo City, MS  
 Ahoskie, NC  
 Albermarle, NC  
 Asheboro, NC  
 Asheville, NC  
 Aurora, NC  
 Beaufort, NC  
 Clinton, NC  
 Edenton, NC  
 Elizabeth City, NC  
 Elkin, NC  
 Erwin, NC

Maxton, Laurinburg-Maxton  
 Airport, NC  
 Mocksville, NC  
 Monroe, NC  
 Morganton, NC  
 Mount Airy, NC  
 New Bern, NC  
 Ocracoke, NC  
 Oxford, NC  
 Plymouth, NC  
 Raeford, NC  
 Roanoke Rapids, NC  
 Rockingham, NC  
 Rocky Mount, NC  
 Roxboro, NC  
 Rutherfordton, NC  
 Sanford, NC  
 Shelby, NC  
 Smithfield, NC  
 Southern Pines, NC  
 Southport, NC  
 Statesville, NC  
 Wadesboro, NC  
 Wallace, NC  
 Walnut Cove, NC  
 Washington, NC  
 Waxhaw, NC  
 West Jefferson, NC  
 Whiteville, NC  
 Wilkesboro, NC  
 Williamston, NC  
 Wilmington, NC  
 Wilson, NC  
 Winston-Salem, NC

Bennettsville, SC  
 Camden, SC  
 Charleston, SC  
 Cheraw, SC  
 Chester, SC  
 Clemson, SC  
 Conway, SC  
 Darlington, SC  
 Dillon, SC  
 Florence, SC  
 Georgetown, SC  
 Greenwood, SC  
 Greer, SC  
 Hartsville, SC  
 Hemingway, SC  
 Hilton Head Island, SC  
 Kingstree, SC  
 Lake City, SC  
 Lancaster, SC  
 Laurens, SC  
 Loris, SC  
 Manning, SC  
 Marion, SC  
 Moncks Corner SC  
 Myrtle Beach, SC  
 Newberry, SC  
 Orangeburg, SC  
 Saint George, SC  
 Spartanburg, SC  
 Sumter, Shaw Air Force Base,  
 SC  
 Union, SC  
 Walterboro, SC  
 Winnsboro, SC

Dyersburg, TN  
 Fayetteville, TN  
 Greeneville, TN  
 Humbolt, TN  
 Huntingdon, TN  
 Jacksboro, TN  
 Jackson, TN  
 Jamestown, TN  
 Jasper, TN  
 Knoxville, TN  
 Lafayette, TN  
 Lawrenceburg, TN  
 Lexington, TN  
 Livingston, TN  
 Morristown, TN  
 Mount Pleasant, TN  
 Oneida, TN  
 Paris, TN  
 Parsons, TN  
 Pulaski, TN  
 Rockwood, TN  
 Savannah, TN  
 Shelbyville, TN  
 Smithville, TN  
 Sparta, TN  
 Tennessee, TN  
 Trenton, TN  
 Tullahoma, TN  
 Union City, TN  
 Charlotte Amalie, Cyril E.  
 King Airport, VI  
 Christiansted-St. Croix, VI

#### FAA Region: Southwest

Almyra, AR  
 Arkansas, AR  
 Batesville, AR  
 Brinkley, AR  
 Camden, AR  
 Carlisle, AR  
 Cherokee Village, AR  
 Clarksville, AR  
 Conway, AR  
 Corning, AR  
 DeQueen, AR  
 Dumas, AR

El Dorado, AR  
 Fayetteville, AR  
 Forrest City, AR  
 Hampton, AR  
 Heber Springs, AR  
 Hope, AR  
 Lake Village, AR  
 Magnolia, AR  
 Malvern, AR  
 McGehee, AR  
 Mena, AR  
 Monticello, AR

Morrilton, AR  
 Mountain View, AR  
 Newport, AR  
 Ozark, AR  
 Paragould, AR  
 Pine Bluff, AR  
 Russellville, AR  
 Searcy, AR  
 Stuttgart, AR  
 Texarkana, AR  
 Walnut Ridge, AR  
 Warren, AR

Fort Polk, LA  
Grande Isle, LA  
Hammond, LA  
Homer, LA  
Houma, LA  
Jennings, LA  
Jonesboro, LA  
Lake Charles, Lake Charles  
Regional Airport, LA  
Lake Providence, LA  
Leeville, LA  
Mansfield, LA  
Many, LA  
Marksville, LA  
Minden, LA  
Morgan City, LA  
Natchitoches, LA  
New Orleans, LA  
Opelousas, LA  
Port Sulphur, LA  
Rayville, LA  
Shreveport, LA  
Slidell, LA  
Springhill, LA  
Tallulah, LA  
Thibodaux, LA  
Venice, LA  
Welsh, LA  
Winnfield, LA  
Alamogordo, NM  
Artesia, NM  
Belen, NM  
Clovis, NM  
Crownpoint, NM  
Deming, NM  
Gallup, NM  
Las Cruces, NM  
Las Vegas, NM  
Lovington, NM  
New Mexico, NM  
Raton, NM  
Roswell, NM  
Ruidoso, NM  
Santa Fe, NM  
Silver City, NM  
Socorro, NM  
Taos, NM  
Tucumcari, NM

Burns Flat, OK  
Chickasha, OK  
Clinton, OK  
Cushing, OK  
Duncan, OK  
Durant, OK  
Elk City, OK  
Fairview, OK  
Fortsill, OK  
Gage, OK  
Grove, OK  
Guthrie, OK  
Guymon, OK  
Henryetta, OK  
Hobart, OK  
Holdenville, OK  
Idabel, OK  
Madill, OK  
Medford, OK  
Miami, OK  
Mooreland, OK  
Muskogee, OK  
Oklahoma, OK  
Okmulgee, OK  
Pauls Valley, OK  
Perry, OK  
Ponca City, OK  
Poteau, OK  
Pryor, OK  
Sallisaw, OK  
Tahlequah, OK  
Watonga, OK  
Weatherford, OK  
Woodward, OK  
Abilene, Dyess Air Force  
Base, TX  
Alpine, TX  
Anahuac, TX  
Andrews, TX  
Athens, TX  
Atlanta, TX  
Austin, Robert Mueller  
Municipal Airport, TX  
Ballinger, TX  
Bay City, TX  
Beaumont, TX  
Berclair, TX  
Big Lake, TX

Caldwell, TX  
Canadian, TX  
Carrizo Springs, TX  
Carthage, TX  
Center, TX  
Childress, TX  
Cleveland, TX  
Coleman, TX  
College Station, TX  
Commerce, TX  
Corsicana, TX  
Cotulla, TX  
Crosbyton, TX  
Dalhart, TX  
Devine, TX  
Dumas, TX  
Eastland, TX  
Edna, TX  
Fairfield, TX  
Falfurrias, TX  
Fort Stockton, TX  
Franklin, TX  
Fredericksburg, TX  
Gainesville, TX  
Georgetown, TX  
Giddings, TX  
Graford, TX  
Graham, TX  
Granbury, TX  
Greenville, TX  
Gruver, Chuck Ranch Airport,  
TX  
Gruver, Municipal Airport, TX  
Hamilton, TX  
Henderson, TX  
Hereford, TX  
Hondo, TX  
Jasper, TX  
Johnson City, TX  
Jonestown, TX  
Junction, TX  
Katy, TX  
Kenedy, TX  
Kountze-Silsbee, TX  
La Pryor, TX  
Lake Jackson, TX  
Lamesa, TX

Marfa, TX  
 Marshall, TX  
 Mason, TX  
 McAllen, TX  
 Mexia, TX  
 Mineola, TX  
 Monahans, TX  
 Mount Pleasant, TX  
 Muleshoe, TX  
 Navasota, TX  
 New Braunfels, TX  
 Oakwood, TX

Plainview, TX  
 Pleasanton, TX  
 Port Isabel, TX  
 Port Lavaca, TX  
 Port O'Connor, TX  
 Presidio, TX  
 Refugio, TX  
 Robstown, TX  
 Rocksprings, Four Square  
 Ranch Airport, TX  
 San Marcos, TX  
 Seminole, TX

Terrell, TX  
 Uvalde, TX  
 Vernon, TX  
 Waco, TX  
 Waller, TX  
 Waring, TX  
 Wheeler, TX  
 Wink, TX  
 Winnsboro, TX  
 Yoakum, TX

#### FAA Region: Western-Pacific

Cameron, AZ  
 Casa Grande, AZ  
 Cochise, AZ  
 Douglas, AZ  
 Flagstaff, AZ  
 Fort Huachuca, AZ  
 Gila Bend, AZ  
 Grand Canyon, AZ  
 Kingman, AZ  
 Lake Havasu, AZ  
 Nogales, AZ  
 Prescott, AZ  
 Saint Johns, AZ  
 San Simon, AZ  
 Show Low, AZ  
 Window Rock, AZ  
 Winslow, AZ  
 Alturas, CA  
 Burbank, CA  
 Columbia, CA  
 Colusa, CA  
 Crescent City, CA  
 Daggett, CA  
 Edwards Air Force Base, CA  
 El Centro, Imperial County  
 Airport, CA  
 El Rico, CA  
 Firebaugh, CA  
 Fort Jones, CA  
 Fortuna, CA  
 Gorman, CA  
 Half Moon Bay, CA  
 Klamath, CA

LeMoore Naval Air Station,  
 CA  
 Little River, CA  
 Livermore, CA  
 Lodi, CA  
 Lompac, Lompac Airport, CA  
 Los Angeles, CA  
 Los Banos, CA  
 Madera, CA  
 Marysville, CA  
 Marysville, Beale Air Force  
 Base, CA  
 Maxwell, CA  
 Merced, CA  
 Modesto City, CA  
 Mojave, CA  
 Montague, CA  
 Needles, CA  
 Oakdale, CA  
 Oceanside, CA  
 Ontario, CA  
 Orland, CA  
 Palm Springs, CA  
 Parker, CA  
 Paso Robles County, CA  
 Placerville, CA  
 Porterville, CA  
 Priest, CA  
 Ramona, CA  
 Red Bluff, CA  
 Rio Vista, CA  
 Riverside, CA  
 Salyer Farms, CA  
 San Diego, CA

San Rafael, CA  
 Santa Barbara, CA  
 Santa Catalina, CA  
 Santa Rosa, CA  
 Santa Ynez, CA  
 Stockton, CA  
 Sunol, CA  
 Thermal, CA  
 Tracy, CA  
 Twentynine Palms, CA  
 Vacaville, CA  
 Vandenberg Air Force Base,  
 CA  
 Victorville, George Air Force  
 Base, CA  
 Willows, Glen County Airport,  
 CA  
 Woodland, CA  
 Hilo International Airport,  
 General Lyman Field, HI  
 Kahului, HI  
 Kailua-Kona, HI  
 Kaneohe Marine Corp Air  
 Station, HI  
 Kapalua, West Maui Airport,  
 HI  
 Lanai, HI  
 Molokai, HI  
 Pohakuloa, Bradshaw Air  
 Force Base, HI  
 Kwajalein Island, MQ  
 Midway Island, Midway Naval  
 Air Facility, MQ  
 Battle Mountain, NV

in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

**FAA Region: Central**

*Ames, IA:* The airspace description for this area is revised according to Airspace Docket Number 91-ACE-4.

**FAA Region: Eastern**

*Chantilly, VA:* The airspace description for this area is revised according to Airspace Docket Number 91-AEA-01.

**FAA Region: Great Lakes**

*Grayling, MI:* The airspace description for this area, which was established by Airspace Docket Number 91-AGL-10, is added to this final rule.

*Anoka, MN:* The airspace description for this area, which was revoked by Airspace Docket Number 92-AGL-3, is not included in this final rule.

*Austin, MN:* The airspace description for this area is revised according to Airspace Docket Number 91-AGL-12.

*Cook, MN:* The airspace description for this area, which was established by Airspace Docket Number 91-AGL-7, is added to this final rule.

*Motley, MN:* The airspace description for this area is revised according to Airspace Docket Number 91-AGL-16.

*Warroad, MN:* The airspace description for this area is revised according to Airspace Docket Number 91-AGL-13.

*Willmar, MN:* The airspace description is revised according to Airspace Docket Number 91-AGL-8.

*Gwinner, ND:* The airspace description for this area, which was established by Airspace Docket Number 92-AGL-4, is added to this final rule.

*Belle Fourche, SD:* The airspace description for this area, which was established by Airspace Docket Number 91-AGL-9, is added to this final rule.

*Delavan, WI:* The airspace description for this area is revised according to Airspace Docket Number 92-AGL-1.

*Lake Geneva, WI:* The airspace description for this area, which was revoked by Airspace Docket Number 92-AGL-1, is not included in this final rule.

*Rice Lake, WI:* The airspace description for this area is revised according to Airspace Docket Number 91-AGL-11.

**FAA Region: Northwest Mountain**

*Salmon, ID:* The airspace description for this area, which was established by Airspace Docket Number 92-ANM-1, is added to this final rule.

*Anaconda, MT:* The airspace description for this area, which was established by Airspace Docket Number 91-ANM-1, is added to this final rule.

*Enterprise, MT:* The airspace description for this area, which was established by Airspace Docket Number 92-ANM-6, is added to this final rule.

92-ANM-12, is not included in this final rule.

*Pullman, WA:* The airspace description for this area is revised according to Airspace Docket Number 90-ANM-08.

*Kemmerer, WY:* The airspace description for this area, which was established by Airspace Docket Number 91-ANM-3, is added to this final rule.

**FAA Region: Southern**

*Punta Gorda, FL:* The airspace description for this area is revised according to Airspace Docket Number 91-ASO-13.

**FAA Region: Southwest**

*Los Alamos, NM:* The airspace description for this area, which was established by Airspace Docket Number 91-ASW-22, is added to this final rule.

**FAA Region: Western-Pacific**

*Mesquite, NV:* The airspace description for this area, which was established by Airspace Docket Number 91-AWP-17, is added to this final rule.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

**FAA Region: Alaskan**

*Adak, AK:* The airspace description is revised to delete the extension area that begins 2 miles south of the ADAK TACAN 062° radial and extends from the 7-mile radius of the Adak NAS Airport to 7.7 miles northeast of the airport. It is also revised to replace the reference to the “Adak, NAS Airport, AK Control Zone,” with the “Adak, AK Control Zone.”

*Ambler, AK:* The airspace description is revised to include editorial changes.

*Amchitka Island, AK:* The airspace description is revised to include editorial changes; to replace the transition area title “Amchitka, AK” with “Amchitka Island, AK” to match the control zone title; and to replace the reference to the “Amchitka Island Airport, AK Control Zone” with “Amchitka Island, AK Control Zone.” It is also revised to delete the extension area based on the 056° radial of the Amchitka VORTAC in the portion of the transition area that extends upward from 1,200 feet above the surface.

*Anchorage, AK:* The airspace description is revised to replace all references to the “Anchorage VOR” with “Anchorage VOR/DME,” and to replace all references to “mean sea level” with “MSL.”

*Aniak, AK:* The airspace description is revised to include editorial changes and to clarify that the portion of the transition area that extends upward from 1,200 feet above the surface within 8 miles north and 4 miles south of the Aniak localizer front course extends from the Aniak Airport to 22.4 miles west of the airport.

*Barrow, Barrow/Wiley Post—Will Rogers Memorial Airport, AK:* The airspace description is revised to include editorial changes and to delete the reference to the airspace within 1.3 miles each side of the 065° radial of the Barrow VORTAC extending from the 6.6-mile radius of the Barrow/Wiley Post—Will Rogers Memorial Airport to 8.6 miles northeast of the airport. This airspace is already covered by the two radii surrounding the Barrow/Wiley Post—Will Rogers Memorial Airport and the localizer extension.

*Bethel, AK:* The airspace description is revised to include editorial changes and to replace the reference to the “Aniak Airport, AK Transition Area” with “Aniak, AK Transition Area” and the reference to the “Bethel Airport, AK Control Zone” with “Bethel, AK Control Zone.”

*Cordova, AK:* The airspace description is revised to include editorial changes, and to replace all references to the "Cordova Localizer" with "Merle K. (Mudhole) Smith Localizer."

*Deadhorse, AK:* The airspace description is revised to replace the reference to the "Deadhorse Airport, AK Control Zone," with the "Deadhorse, AK Control Zone."

*Dillingham, AK:* The airspace description is revised to include editorial changes and to replace the reference to the "Dillingham Airport, AK Control Zone," with "Dillingham, AK Control Zone."

*Emmonak, AK:* The airspace description is revised to include editorial changes.

*Fairbanks, Eielson Air Force Base, AK:* The airspace description is revised to include editorial changes, to replace all references to the "Eielson AFB Airport" with "Eielson AFB," and to replace the reference to the "Eielson AFB Airport, AK Control Zone" with "Fairbanks, Eielson AFB, AK Control Zone."

*Fairbanks, International Airport, AK:* The airspace description is revised to include editorial changes.

*Fairbanks, Wainwright Army Air Field, AK:* The airspace description is revised to include editorial changes, to replace all references to the "Wainwright AAF Airport" with "Wainwright AAF," and to replace the reference to "Eielson AFB Airport, AK" with "Fairbanks, Eielson AFB, AK" and "Wainwright AAF Airport, AK" with "Fairbanks, Wainwright AAF, AK."

*Fort Yukon, AK:* The airspace description is revised to include editorial changes.

*Galena, AK:* The airspace description is revised to include editorial changes.

*Gambell, AK:* The airspace description is revised to include editorial changes.

*Gulkana, AK:* The airspace description is revised to include editorial changes.

*Gustavus, AK:* The airspace description is revised to include editorial changes, and to replace all references to "mean sea level" with "MSL."

*Hooper Bay, AK:* The airspace description is revised to include editorial changes.

*Juneau, AK:* The airspace description is revised to include editorial changes, to replace all references to the "Juneau Airport" with "Juneau International Airport," and to replace the reference to the "Juneau Airport, AK Control Zone," with "Juneau, AK Control Zone." It is also revised to delete the extension area based on the 271° bearing of the Coghill Island NDB in the portion of the transition area that extends upward from 1,200 feet above the surface. In addition, it is revised to delete the exclusion for the airspace more than 12 miles from the shoreline.

*Ketchikan, AK:* The airspace description is revised to include editorial changes; replace the reference to the "Ketchikan Airport, AK Control Zone" with "Ketchikan, AK Control Zone;" to change the distance each side of the Ketchikan Localizer east course from 1.8 miles to 1.9 miles; to change the floor of the airspace within 13.2 miles east and 10.5 miles west of the 165° radial from 1,200 feet above the surface to 4,700 feet MSL; and to replace the reference from "[and that airspace extending upward from 1,200 feet above the surface] within 9 miles east and 14 miles west of the Ketchikan Airport to 42.7 miles west of the Ketchikan Airport and within 15.6 miles west of the 311° radial of the Annette Island VORTAC extending from 15.8 miles west of the Annette Island VORTAC to 56.8 miles west of the Annette Island VORTAC and within 4 miles east of the 353° radial of the Annette Island VORTAC extending from the 12-mile radius of the Annette Island VORTAC to the Ketchikan Localizer east course" with "and that airspace extending upward from 5,700 feet MSL within 15.6 miles west of the VORTAC to 56.8 miles west of the VORTAC and within 9 miles north and 14 miles south of the Ketchikan Localizer west course extending from 4.3 miles west of the airport to 42.7 miles west of the airport".

*King Salmon, AK:* The airspace description is revised to include editorial changes.



*McGrath, AK:* The airspace description is revised to include editorial changes, and to replace the reference to the "McGrath Airport, AK Control Zone" with "McGrath, AK Control Zone."

*Nenana, AK:* The airspace description is revised to include editorial changes, and to replace all references to the "Nenana Airport" with "Nenana Municipal Airport."

*Nome, AK:* The airspace description is revised to include editorial changes, and to replace the reference to the "Nome Airport, AK Control Zone" with "Nome, AK Control Zone."

*Northway, AK:* The airspace description is revised to include editorial changes.

*Petersburg, AK:* The airspace description is revised to include editorial changes, to replace all references to mean sea level" with "MSL," and to replace the reference to the "Sitka Airport, AK Transition Area" with "Sitka, AK Transition Area."

*Point Hope, AK:* The airspace description is revised to include editorial changes.

*Port Heiden, AK:* The airspace description is revised to include editorial changes.

*Saint Marys, AK:* The airspace description is revised to include editorial changes.

*Saint Paul Island, AK:* The airspace description is revised to include editorial changes, and to replace the reference to the "197° bearing from the St. Paul NDB/DME" with "018° bearing from the St. Paul NDB/DME."

*Savoonga, AK:* The airspace description is revised to include editorial changes.

*Shemya, AK:* The airspace description is revised to replace all references to the "Shemya AFB Airport" with "Shemya AFB," to clarify the perimeter of the airspace that extends upward from 1,200 feet above the surface, and to replace the reference to the "Shemya AFB Airport, AK Control Zone" with "Shemya, AK Control Zone."

*Shishmaref, AK:* The airspace description is revised to include editorial changes, and to replace all references to the "Shishmaref Airport" with "Shishmaref/New Airport."

*Sitka, AK:* The airspace description is revised to expand the extension area based on the 029° radial of the Biorka Island VORTAC to 1 mile south of the VORTAC, and to revise the airspace area surrounding the Sitka Localizer front course. This area now extends from the Sitka localizer to 13.5 miles southeast, not 13.5 miles west as proposed, of the Sitka Airport. The airspace description is also revised to include editorial changes, to replace the reference to the "Juneau Airport, AK, and Ketchikan Airport, AK Transition Areas" with "Juneau, AK, and the Ketchikan, AK Transition Areas," and to replace the reference to the "Sitka Airport, AK Control Zone" with "Sitka, AK Control Zone."

*Soldotna, AK:* The airspace description is revised to include editorial changes.

*Talkeetna, AK:* The airspace description is revised to include editorial changes, and to replace the references to: "Anchorage International Airport, AK" with "Anchorage, AK" and "Talkeetna Airport, AK Control Zone" with "Talkeetna, AK Control Zone."

*Tanana, AK:* The airspace description is revised to include editorial changes, to replace all references to the "Tanana Airport" with "Ralph M. Calhoun Memorial Airport," and to replace the reference to the "Tanana Airport, AK Control Zone" with "Tanana, AK Control Zone."

*Togiak, AK:* The airspace description is revised to include editorial changes.

*Umiat, AK:* The airspace description is revised to include editorial changes.

*Unalakleet, AK:* The airspace description is revised to include editorial changes, and to replace the reference to the "Unalakleet Airport, AK Control Zone" with "Unalakleet, AK Control Zone."

reference to the "Yakutat Airport, AK Control Zone" with the "Yakutat, AK Control Zone."

## **FAA Region: Central**

*Independence, IA:* The airspace description is revised to replace all references to the "Wapsi NDB" with "Wapsie NDB."

*Mount Pleasant, IA:* The airspace description is revised to replace all references to "Mt." with "Mount."

*Sioux City, IA:* The airspace description is revised to replace the reference to the "Sioux Gateway Airport, IA Control Zone," with the "Sioux City, IA Control Zone."

*Vinton, IA:* The airspace description is revised to replace all references to "Veterans Memorial Airpark" with "Vinton Veterans Memorial Airpark."

*Washington, IA:* The airspace description is revised because the Washington NDB has been decommissioned.

*Waterloo, IA:* The airspace description is revised to include the geographic position for the Waterloo Municipal Localizer.

*Atwood, KS:* The airspace description is revised to replace all references to the "Rawlins County, City-County Airport" with "Atwood-Rawlins City-County Airport."

*Elkhart, KS:* The airspace description is revised to replace all references to the "Morton County Airport" with "Elkhart-Morton County Airport."

*Goodland, KS:* The airspace description is revised to include the geographic position for the Goodland VORTAC. It is also revised to replace the reference to the "Goodland ILS localizer course" with "Renner Field-Goodland Municipal localizer course."

*Larned, KS:* The airspace description is revised to replace all references to the "Pawnee County Airport" with "Larned-Pawnee County Airport."

*Liberal, KS:* The airspace description is revised to include the geographic position for the Liberal Municipal Localizer.

*Lyons, KS:* The airspace description is revised to replace all references to the "Rice County Municipal Airport" with "Lyons-Rice County Municipal Airport."

*Minneapolis, KS:* The airspace description is revised to replace all references to the "City County Airport" with "Minneapolis City County Airport."

*Salina, KS:* The airspace description is revised to replace the reference to the "Salina Airport ILS localizer" with "Salina Municipal ILS localizer."

*Topeka, Phillip Billard Municipal Airport, KS:* The airspace description is revised to replace all references to the "Phillip Billard Airport" with "Phillip Billard Municipal Airport."

*Washington, KS:* The airspace description is revised to replace all references to the "County Memorial Airport" with "Washington County Memorial Airport."

*Brookfield, MO:* The airspace description is revised to replace all references to the "General John J. Pershing Municipal Airport" with "General John J. Pershing Memorial Airport."

*Cape Girardeau, MO:* The airspace description is revised to delete the statement "excluding that portion which overlies the Sikeston, MO Transition Area." The Cape Girardeau, MO Transition Area no longer overlies the Sikeston, MO Transition Area.

*Knob Noster, Whitman, MO:* The airspace description is revised to replace the reference to the "Whiteman AFB Airport, MO Control Zone," with "Knob Noster, MO, Control Zone," and to delete

*Washington, DC:* The airspace description is revised to replace all references to "Davidson AAF" with "Davidson AAF."

*Aberdeen, MD:* The airspace description is revised to delete the extension area based on the 033° radial of the Phillips VOR and to delete the geographic position for the Phillips VOR. In addition, the redundant reference to the airspace surrounding the 029° bearing from the Aberdeen NDB is deleted from the airspace description and the width of the extension area based on the 029° bearing of the Aberdeen NDB is revised from 4.4 miles each side of the bearing to 4.5 miles each side of the bearing.

*Baltimore, MD:* The airspace description is revised to delete the extension area based on the 298° radial of the Martin TACAN and to delete the geographic position for the Martin TACAN. The description of the airspace surrounding Martin State airport is also revised to include that airspace within an 8.7-mile radius of Martin State airport extending clockwise from a 239° bearing to a 270° bearing from the airport and within a 10.7-mile radius of Martin State Airport extending clockwise from a 270° bearing to a 320° bearing from the airport. The airspace description is revised to change the width of the extension based on the Runway 10 centerline from 6.2 miles to 7.2 miles.

*Frederick, MD:* The airspace description is revised to delete the geographic position for the Frederick Municipal Airport ILS runway 23 localizer, because the localizer is not referenced in the airspace description.

*Ocean City, MD:* The airspace description is revised to delete the geographic position for the Salisbury VORTAC, because the VORTAC is not referenced in the airspace description.

*Westminster, Clearview Airpark, MD:* The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

*Berlin, NJ:* The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

*Cross Keys, NJ:* The airspace description is revised to delete the extension area based on the 071° radial of the Woodstown VORTAC and to delete the geographic position for the Woodstown VORTAC.

*Hammonton, NJ:* The airspace description is revised to delete the extension area based on the 051° radial of the Cedar Lake VORTAC and to delete the geographic position for the Cedar Lake VORTAC.

*Wrightstown, NJ:* The airspace description is revised to replace all references to the "Navy Lakehurst TACAN" with "Lakehurst (Navy) TACAN."

*Brockport, NY:* The airspace description for this area, which was established by Airspace Docket Number 89-AEA-04, is added to this final rule.

*Dahlgren, NY:* The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from 0600 to 2300, daily."

*Dansville, NY:* The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

*Johnstown, NY:* The airspace description for this area, which was established by Airspace Docket Number 89-AEA-17, is added to this final rule.

*Newburgh, NY:* The airspace description is revised to delete the airspace 3.1 miles north of the 081° bearing from the OTIMS NDB (LOM).

*Westhampton Beach, NY:* The airspace description is revised to replace all references to the "Suffolk County Airport" with "Francis S. Gabreski Airport."

*White Plains, NY:* The airspace description is revised to replace all references to the "Westchester County Airport localizer northwest course" with "Hestr LOM."

*Beaver Falls, PA:* The airspace description is revised to replace all references to the "Elwood City VORTAC" with "Ellwood City VORTAC."

*Connellsville, PA:* The airspace description is revised to replace all references to the "Camor NDB" with "Camor LOM/NDB."

*Corry, PA:* The airspace description is revised to replace all references to the "Lawrence Airport" with "Corry-Lawrence Airport."

*Danville, PA:* The airspace description is revised to replace all references to the "Geisinger Hospital Helipad" with "Geisinger Rooftop Heliport."

*Downington, PA:* The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

*Du Bois, PA:* The airspace description is revised by ensuring the area includes that airspace within an 8.5 mile radius of Du Bois-Jefferson County Airport and replacing the extension based on the DUBOI NDB with an extension based on the outer marker. The DUBOI NDB has been decommissioned.

*Easton, PA:* The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

*Seven Springs, PA:* The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

*Wellsboro, PA:* The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

*Blackstone, VA:* The airspace description is revised by replacing "This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory" with "This transition area is effective from sunrise to sunset, daily."

*Berkeley Springs, WV:* The airspace description is revised to eliminate the exclusion of the airspace within the Martinsburg, WV Transition Area, because the Berkeley Springs, WV Transition Area no longer overlaps the Martinsburg, WV Transition Area.

*Clarksburg, WV:* The airspace description is revised to include the geographic position for the Clarksburg VOR/DME, and to replace all references to the "Clarksburg VOR" with "Clarksburg VOR/DME."

*Huntington, WV:* The airspace description is revised to replace all references to "Tri State/Milton J. Ferguson Field Airport" with "Tri State/Milton J. Ferguson Field Airport."

*Belleville, IL:* The airspace description is revised to delete the exclusion for the Cahokia, IL Transition Area.

*Belvidere, IL:* The airspace description is revised to replace all references to the "Belvidere Airport" with "Belvidere LTD Airport."

*Cahokia, IL:* The airspace description is revised to replace the reference to the "Cahokia-St. Louis Downtown Parks Airport, IL Control Zone," with the "Cahokia, IL Control Zone." It is also revised to replace the reference to the "Cahokia-St. Louis Downtown-Parks Airport" in the description header with "Cahokia, St. Louis Downtown-Parks Airport," and to replace all references to the "Cahokia-St. Louis Downtown-Parks Airport" in the body of the description with "St. Louis Downtown-Parks Airport."

*Dixon, IL:* The airspace description is revised to replace all references to the "Charles R. Walgreen Field" with "Dixon Municipal-Charles R. Walgreen Field."

*Marion, IL:* The airspace description is revised to include an exclusion for the airspace within the Marion, IL Control Zone during the specific dates and times it is effective.

*Mount Vernon, IL:* The airspace description is revised to replace all references to the "Mount Vernon-Outland Airport" with "Mount Vernon/Outland Airport."

*Quincy, IL:* The airspace description is revised to replace all references to the "Quincy LOM" with "Quincy LOM/NDB."

*Rochelle, IL:* The airspace description is revised to replace all references to the "Rochelle Municipal Airport" with "Airport-Koritz Field."

*Rockford, IL:* The airspace description is revised to clarify that the Rockford, IL Transition Area overlies the Greater Rockford Airport when the Rockford, IL Control Zone is not in effect. It is also revised to replace the reference to the "Greater Rockford Airport, IL Control Zone," with the "Rockford, IL Control Zone."

*Sparta, IL:* The airspace description is revised to replace all references to the "Sparta Community Hunter Field" with "Sparta Community-Hunter Field."

*Sterling, IL:* The airspace description is revised to replace all references to the "Whiteside County Airport" with "Whiteside County Airport-Jos H. Bittorf Field."

*Alexandria, IN:* The airspace description is revised to correct the reference to the airspace surrounding the 269° radial of the Muncie VOR/DME and clarify that the airspace extends east from the 6.7-mile radius of the Alexandria Airport to the Muncie VOR/DME. In addition, the reference to the "Anderson Municipal Airport, IN, and Delaware County-Johnson Field, IN Control Zones" is replaced with the "Anderson, IN, and Muncie, IN Control Zones." The reference to the "Anderson Municipal Airport, IN, and Delaware County-Johnson Field, IN Transition Areas" is replaced with the "Anderson, IN, and Muncie, IN Transition Areas."

*Bedford, IN:* The airspace description is revised to replace all references to the "Virgil I. Grissom Municipal Airport" with "Virgil I Grissom Municipal Airport."

*Fort Wayne, IN:* The airspace description is revised to replace all references to the "Fort Wayne Municipal Airport" with "Fort Wayne International Airport."

*Greensburg, IN:* The airspace description is revised to replace all references to the "Decatur County Airport" with "Greensburg-Decatur County Airport."

*Indianapolis, Brookside Airpark, IN:* The airspace description is revised to replace all references to "Indianapolis Brookside Airport" with "Indianapolis Brookside Airpark."

Airport" with "Porter County Memorial Airport."

*Vincennes, IN:* The airspace description is revised to delete the reference in the exclusion to the airspace in the Mt. Carmel, IL Transition Area.

*Winamac, IN:* The airspace description is revised to replace all references to "Arens Field Airport" with "Arens Field."

*Battle Creek, MI:* The airspace description is revised to replace all references to the "Batol LOM" with "Batol LOM/NDB."

*Flint, MI:* The airspace description is revised to replace all references to the "Petli NDB" with "Petli LOM."

*Gladwin, MI:* The airspace description is revised to include editorial changes and to replace all references to the "Gladwin Airport" with "Charles C. Zettel Memorial Airport."

*Hillsdale, MI:* The airspace description is revised to replace all references to the "Hillsdale Airport" with "Hillsdale Municipal."

*Houghton Lake, MI:* The airspace description is revised to replace all references to the "Roscommon County Memorial Airport" with "Roscommon County Airport."

*Oscoda, MI:* The airspace description is revised to replace the reference to the "Wurtsmith Air Force Base, MI Control Zone," with the "Oscoda, MI Control Zone."

*Sault Sainte Marie, Sanderson Field Airport, MI:* The airspace description is revised to replace all references to the "Sanderson Field Airport" with "Sault Sainte Marie Municipal/Sanderson Field."

*Albert Lea, MN:* The airspace description is revised to replace all references to the "Albert Lea Airport" with "Albert Lea Municipal Airport."

*Crookston, MN:* The airspace description is revised to replace all references to the "Crookston Municipal Kirkwood Field Airport" with "Crookston Municipal Kirkwood Field."

*Detroit Lakes, MN:* The airspace description is revised to replace all references to the "Detroit Lakes Municipal Airport" with "Detroit Lakes Airport."

*Grand Rapids, MN:* The airspace description is revised to replace the reference to the "Grand Rapids, Itasca County-Gordon Newstrom Field" and the reference to the "Itasca County-Gordon Newstrom Field" with "Grand Rapids/Itasca County Gordon Newstrom Field."

*International Falls, MN:* The airspace description is revised to replace all references to the "International Falls Airport" with "Falls International Airport."

*Little Falls, MN:* The airspace description is revised to replace all references to the "Little Falls-Morrison Airport" with "Little Falls-Morrison County Airport."

*Madison, MN:* The airspace description is revised to replace all references to the "Madison-Lac Qui Parle County Airport" with "Madison-Lac Qui Parle Airport."

*Minneapolis, MN:* The airspace description is revised to replace all references to the "Minneapolis-St. Paul International Airport" with "Minneapolis-St. Paul International (Wold-Chamberlain) Airport," and to replace all references to the "Anoka County Airport" with "Anoka County-Blaine Airport (Janes Field)."

*Montevideo, MN:* The airspace description is revised to replace the reference to the "Montevideo, Chippewa County Airport" and the reference to the "Chippewa County Airport" with "Montevideo-Chippewa Airport."

radial of the Fargo VORTAC. It is also revised to clarify the portion of the transition area that extends upward from 1,200 feet above the surface. In addition, the reference to the "Hector International Airport, ND Control Zone," is replaced with the "Fargo, ND Control Zone."

*Minot, ND:* The airspace description is revised to add the Minot VORTAC geographic position, because the Navaid is used throughout the description.

*Pembina, ND:* The airspace description is revised to replace the reference to the "Humbolt VORTAC 312° radial" with the "Humbolt VORTAC 132°/312° radials." It is also revised to redefine the portion of the transition area that extends upward from 1,200 feet above the surface.

*Wahpeton, ND:* The airspace description is revised to clarify that the airspace within a 25-mile radius of the Harry Stern Airport is between the Minnesota state border and V-181.

*Akron, OH:* The airspace description is revised to include the geographic position for the Akron-Canton Regional ILS Localizer.

*Barnesville, OH:* The airspace description is revised to replace all references to the "Bradfield Airport" with "Barnesville Bradfield Airport."

*Batavia, Clermont County Airport, OH:* This transition area will not be adopted as a separate airspace area. It is encompassed in the Covington, KY transition area.

*Cleveland, OH:* The airspace description is revised to delete the extension based on the 230° bearing from the Harri LOM. It is also revised to replace the reference to the "Willoughby, Lost Nation Airport, OH Control Zone" with "Willoughby, OH Control Zone" and to replace all references to the "Lost Nation Airport" with "Willoughby Lost Nation Municipal Airport."

*Columbus, OH:* The airspace description is revised to replace all references to the "Rickenbacker ANGB" with "Rickenbacker Airport."

*Dayton, General Airport South, OH:* The airspace description is revised to replace the reference to the "Dayton, General Airport South" and the reference to the "General Airport South" with "Dayton General Airport South."

*Dayton, OH:* The airspace description is revised, because the McGuire VOR has been decommissioned and was used to define two extensions. It is also revised to replace all references to the "James M. Cox-Dayton International Airport" with "James M Cox Dayton International Airport."

*Hamilton, OH:* The airspace description is revised to clarify that the extension based on the 280° bearing from the Hamilton NDB extends from the 6.4-mile radius of the Hamilton-Fairfield Airport to 10 miles west of the NDB. In addition, the reference to the "Cincinnati, OH Transition Area" is replaced with the "Covington, KY Transition Area." There is no Cincinnati, OH Transition Area, the airspace is included in the Covington, KY Transition Area.

*Lima, OH:* The airspace description is revised to replace the reference to the "Lima, Allen County Airport" and the reference to the "Allen County Airport" with "Lima Allen County Airport."

*Mansfield, OH:* The airspace description is revised to replace all references to the "Mansfield-Lahm Municipal Airport" with "Mansfield Lahm Municipal Airport."

*Peebles, OH:* The airspace description is revised to replace the reference to the "Salamon, OH Transition Area" with "West Union, OH Transition Area." There is no Salamon, OH Transition Area. The West Union, OH Transition Area covers the airspace surrounding the Alexander Salamon Airport.

*Piqua, OH:* The airspace description is revised to replace all references to the "Dayton VORTAC" with "Dayton VOR/DME."

miles; 1.75 statute miles is converted to 1.5 nautical miles; and 12 statute miles is converted to 10.5 nautical miles. An exclusion is added for the airspace outside the United States and that airspace within the Saulte Sainte Marie, Ontario Control Zone within the United States.

*Brookings, SD:* The airspace description is revised to replace all references to the "Midwest VOR" with "Midwest VOR/DME."

*Huron, SD:* The airspace description is revised to replace the reference to the "Huron Regional Airport, SD Control Zone" with "Huron, SD Control Zone."

*Miller, SD:* The airspace description is revised to replace the reference to the "V-15W" with "V-15."

*Sioux Falls, SD:* The airspace description is revised to replace the reference to the "Joe Foss Field, SD Control Zone" with "Sioux Falls, SD Control Zone."

*Watertown, SD:* The airspace description is revised to delete the extension area based on the north localizer course of Watertown Municipal Airport and to reduce the size of the airspace area that extends upward from 1,200 feet above the surface. It is also revised to replace the reference to the "Watertown Municipal Airport, SD Control Zone" with "Watertown, SD Control Zone."

*Minocqua-Woodruff, WI:* The airspace description is revised to replace all references to the "Noble F. Lee Memorial Field Airport" with "Lakeland/Noble F. Lee Memorial Field Airport."

*Sparta, WI:* The airspace description is revised to replace the reference to the "Sparta, Fort McCoy Airport" and the reference to the "Fort McCoy Airport" with "Sparta/Fort McCoy Airport."

*Wisconsin Rapids, WI:* The airspace description is revised to replace all references to "Southwood" with "South Wood."

#### **FAA Region: New England**

*Hartford, CT:* The airspace description is revised to replace all references to the "Hartford, Brainard Airport" with "Hartford-Brainard Airport" and to replace all references to the "6.6-mile radius" of the Rentschler Airport with "7.1-mile radius."

*Auburn, ME:* The airspace description is revised to replace all references to the "Auburn-Lewiston Municipal Airport" with "Auburn/Lewiston Municipal Airport," and to replace all references to the "LEWIE NDB" with "LEWIE LOM."

*Bar Harbor, ME:* The airspace description is revised to replace all references to the "Bar Harbor, Hancock County Airport" with "Hancock County-Bar Harbor Airport," and to replace all references to the "SURRY NDB" with "SURRY LOM/NDB."

*Brunswick, ME:* The airspace description is revised to replace all references to the "Brunswick Naval Air Station" with "Brunswick NAS," and to replace all references to the "Brunswick VORTAC" with "Brunswick Navy VORTAC."

*Kennebunkport, ME:* The airspace description is revised to replace all references to the "Kennebunkport Heliport" with "Walkers Point Heliport."

*Portland, ME:* The airspace description is revised to replace all references to the "ORHAM NDB" with "ORHAM LOM."

*Presque Isle, ME:* The airspace description is revised to replace the reference to the "EXCAL OM" with "EXCAL LOM," the reference to the "Caribou, ME Municipal Airport" with "Caribou Municipal Airport," the reference to the "Northern Maine Regional Airport, ME Control Zone" with "Presque Isle, ME Control Zone," and the reference to the Loring Air Force Base, ME Control Zone" with "Limestone, ME Control Zone."



*Falmouth, MA:* The airspace description is revised to replace all references to the "Otis AFB" with "Otis ANGB," all references to the "Hyannis VOR" with "Hyannis VORTAC," and all references to the Martha's Vineyard VOR" with "Martha's Vineyard VOR/DME." In addition, the description is revised to clarify that the airspace that overlies the Hyannis, MA and the Martha's Vineyard, MA Control Zones is excluded from the transition area only during the specific dates and times those control zones are effective. It is also revised to replace all references to the "Barnstable Municipal Airport" with "Barnstable Municipal Airport-Boardman/Polando Field."

*Hopedale, MA:* The airspace description is revised to replace all references to the "Hopedale Industrial Airpark" with "Hopedale Industrial Park Airport."

*Claremont, NH:* The airspace description is revised to replace the reference to the "Lebanon Municipal Airport, NH transition Area and the Hartness State Airport, VT Transition Areas" with "Lebanon, NH, and the Springfield, VT Transition Areas."

*Concord, NH:* The airspace description is revised to include editorial changes, and to clarify that the airspace within 8 miles south and 4 miles north of the Concord VORTAC 300° radial extends from the VORTAC to 16 miles northwest of the VORTAC. In addition, the airspace description is revised to replace the reference to the "Manchester Airport, NH Control Zone and 700 foot Transition Area" with "Manchester, NH Control Zone and Transition Area," and the reference to the "Nashua/Boire Field, NH 700 foot Transition Area" with "Nashua, NH Transition Area."

*Manchester, NH:* The airspace description is revised to replace the reference to the "Manchester/Grenier Industrial Airpark, NH; Boire Field, NH; Laurence G. Hanscom, Bedford, MA and Lawrence Municipal, MA Control Zones" with "Manchester, NH; Nashua, NH; Bedford MA; and Lawrence, MA Control Zones," and the reference to the "Boston, MA and Newburyport/Plum Island, MA 700 foot Transition Areas" with "Boston, MA, and Newburyport, MA Transition Areas."

*Nashua, NH:* The airspace description is revised to replace the reference to the "Boire Field, NH; Manchester/Grenier Industrial Airpark, NH, and Lawrence Municipal, MA Control Zones" with "Nashua, NH; Manchester, NH; and Lawrence, MA Control Zones," and the reference to the "Manchester/Grenier Industrial Airpark, NH, and Boston, MA 700 foot Transition Areas" with "Manchester, NH, and Boston, MA Transition Areas."

*Portsmouth, NH:* The airspace description is revised to replace all references to the "Pease ANGB" with "Pease International Tradeport" and to replace the reference to the "700 foot Transition Areas" with "Transition Areas."

*Block Island, RI:* The airspace description is revised to replace all references to the "Block Island Airport" with "Block Island State Airport," and all references to the "Sandy Point VORTAC" with "Sandy Point VOR/DME."

*Providence, RI:* The airspace description is revised to replace all references to "Theodore Francis Green Airport" with "Theodore Francis Green State Airport."

*Burlington, VT:* The airspace description is revised to replace the reference to "the Burlington International Airport, VT and the Clinton County Airport, NY Control Zones" with "the Burlington, VT and the Plattsburgh, NY Control Zones," and the reference to the "Clinton County, NY 700 foot Transition Area" with "Plattsburgh, NY Transition Area."

*Montpelier, VT:* The airspace description is revised to include editorial changes, to replace the reference to the "Montpelier, Edward F. Knapp State Airport, VT" with "Barre-Montpelier, Edward F. Knapp State Airport, VT," to replace all references to the "Montpelier VOR" with "Montpelier VOR/DME," and to replace the reference to the "Edward F. Knapp State Airport, VT Control Zone" with "Montpelier, VT Control Zone."

*Durango, CO:* The airspace description is revised to amend the geographic position for the airspace boundary for charting purposes. In addition, the description is revised to replace the reference "excluding other airspace which overlaps" with "excluding the airspace within the Farmington, NM Control Zone and Transition Area, the Durango, CO Control Zone during the specific dates and times it is effective, and all Federal Airways."

*Montrose, CO:* The airspace description is revised to replace all references to the "Montrose County Airport" with "Montrose Regional Airport."

*Trinidad, CO:* The airspace description is revised to replace all references to the "Las Animas County Airport" with "Perry Stokes Airport."

*Lewiston, ID:* The airspace description is revised to amend the geographic position for the point that connects to the 14.4-mile radius of the Lewiston VOR/DME, because the current point of measurement is 1/3 of a mile from the 14.4-mile radius.

*Twin Falls, ID:* The airspace description is revised by ensuring the extension based on the Twin Falls 086° and 281° radials meets the associated control zone.

*Anaconda, MT:* The airspace description is revised to replace all references to the "Anaconda Airport" with "Bowman Field."

*Billings, MT:* The airspace description is revised to replace the reference "excluding the portion that overlies V-2;" with "excluding the portions that overlie Federal Airways;" and to replace the reference "excluding those portions of V-187 and V-19 that have 1,200-foot AGL floors." with "excluding that portion within the Powell, WY Transition Area, and those portions of V-187 and V-19 that have 1,200-foot AGL floors."

*Livingston, MT:* The airspace description is revised to clarify that the Livingston, MT Transition Area overlies the Mission Field when the Livingston, MT Control Zone is not in effect. Due to the addition of the airspace area within a 4.3-mile radius of Mission Field, an exclusion is also added that excludes that airspace within the Livingston, MT Control Zone during the specific dates and times the control zone is effective.

*Sidney, MT:* The airspace description is revised to begin the extension area based on the 356° bearing from the Sidney NDB at the NDB, to begin the extension area based on the 215° bearing from the Sidney NDB at the NDB, and to add an exclusion for the airspace within the Wolf Point, MT Transition Area.

*West Yellowstone, MT:* The airspace description is revised to replace all references to the "West Yellowstone Airport" with "West Yellowstone, Yellowstone Airport."

*Astoria, OR:* The airspace description is revised by reducing the length of a radius from the Port of Astoria Airport from 4.3 miles to 4 miles, which is used in the airspace description for the Astoria, OR Control Zone. The airspace description is revised to replace all references to the "Seaside Airport" with "Seaside Municipal Airport."

*Eugene, OR:* The airspace description is revised to replace all references to "Mahlon Sweet Field" with "Mahlon Sweet Field Airport," because there is a heliport by the same name. In addition, all references to "Corvallis Airport" are replaced with "Corvallis Municipal Airport."

*Newport, OR:* The airspace description is revised by reducing the length of a radius from the Newport Municipal Airport from 4.3 miles to 4 miles, which is used in the airspace description for the Newport, OR Control Zone.

*Pendleton, OR:* The airspace description is revised to replace all references to "Foris NDB" with "Foris LOM/NDB."

the Hoquiam, WA Transition Area overlies Bowerman Airport when the Hoquiam, WA Control Zone is not in effect. The description of the transition area contains airspace within a 4-mile radius of Bowerman Field to correspond with the distance used in the airspace description for the Hoquiam, WA Control Zone. In addition, due to the inclusion of the airspace area surrounding Bowerman Airport, an exclusion is added that excludes that airspace within the Hoquiam, WA Control Zone during the specific dates and times it is effective.

*Port Angeles, WA:* The airspace description is revised by changing the length of a radius from the William R. Fairchild International Airport from 4.3 miles to 4.1 miles, which is used in the airspace description for the Port Angeles, WA Control Zone. The airspace description is revised to replace all references to the "CGAS Port Angeles" with "Port Angeles CGAS."

*Pullman, WA:* The airspace description is revised to replace all references to "Pullman-Moscow Regional Airport" with "Pullman/Moscow Regional Airport," and to add an exclusion for the Pullman, WA Control Zone during the specific dates and times it is effective.

*Spokane, WA:* The airspace description is revised to replace all references to "Mullen Pass" with "Mullan Pass," and to replace the reference "excluding the Pullman Moscow Regional Airport, WA Transition Areas" with "excluding the Pullman, WA Transition Area."

*Wenatchee, WA:* The airspace description is revised by adding the airspace within a 4-mile radius of Pangborn Memorial Airport. The 4-mile radius is used to correspond with the distance used in the airspace description for the Wenatchee, WA Control Zone. The airspace description is revised to add an exclusion for that airspace within the Wenatchee, WA Control Zone. In addition, the reference to "and that airspace between the 4.3-mile radius of the Pangborn Memorial Airport and the 9.6-mile radius of the Wenatchee VOR/DME bounded by the north edge of V-120 clockwise to the Wenatchee VOR/DME 327° radial," is replaced with "and within a 9.6-mile radius of the Wenatchee VOR/DME extending from 1.2 miles southeast of and parallel to the VOR/DME 304° radial clockwise to the VOR/DME 327° radial." The airspace description is also revised to include editorial changes.

*Whidbey Island, WA:* The airspace description is revised to make geographic position changes to align the transition area with the adjoining controlled airspace areas.

*Yakima, WA:* The airspace description is revised to replace all references to the "Yakima Airport" with "Yakima Air Terminal," and to amend the distance of the radius from the Yakima Air Terminal from "4.3 miles" to "4.2 miles." The radius change is made in order to correspond with the radius from Yakima Air Terminal used in the airspace description for the Yakima, WA Control Zone.

*Pinedale, WY:* The airspace description is revised to replace the reference to the "Big Piney, Marbleton Airport, WY 1,200 foot Transition Area" with "Big Piney, WY 1,200 foot Transition Area."

*Powell, WY:* The airspace description is revised to make geographic position changes for charting purposes, and to replace the reference to the "Worland Municipal Airport, WY 1,200 foot Transition Area" with "Worland, WY 1,200 foot Transition Area."

*Rock Springs, WY:* The airspace description is revised to replace the reference to "Rock Springs, Sweetwater County Airport" with "Rock Springs-Sweetwater County Airport."

#### **FAA Region: Southern**

*Birmingham, AL:* The airspace description is revised to delete the exclusion of the airspace within 2.3 miles each side of the ILS localizer northeast course and that airspace within the Birmingham Airport, AL Control Zone.

*Fort Rucker, AL:* The airspace description is revised to delete the reference to the airspace within a 5-mile radius of Blackwell Field, Ozark, AL.

*Lakeland, FL:* The airspace description is revised to replace all references to the "Lakeland Regional Airport" with "Lakeland Linder Regional Airport."

*Miami, FL:* The airspace description is revised to replace all references to the "Pompano Beach Airport" with "Pompano Beach Airpark."

*Miami, Miami International Airport, FL:* The airspace description is revised to add the TM LOM. It is also revised to delete the reference to the Perrine NDB and the extension area based on the Perrine NDB 274° bearing. An extension area 2.4 miles each side of the 267° bearing from the TM LOM is added to the description, which extends from the 7-mile radius of the Miami International Airport to 7 miles west of the LOM.

*Pensacola, FL:* The airspace description is revised to replace all references to the "Forrest Sherman Field" with "NAS Pensacola, Forrest Sherman Field."

*Tampa, FL:* The airspace description is revised to replace all references to the "Peter O. Knight Airport" with "Peter O'Knight Airport."

*Bainbridge, GA:* The airspace description is revised to replace the reference to the "Bainbridge, Decatur County Industrial Airport" and the reference to the "Decatur County Industrial Airport" with "Decatur County Industrial Airpark."

*Cedar Springs, GA:* The airspace description is revised to replace the reference to the "Great Southern Airport" with "Georgia-Pacific Airport."

*Georgia, GA:* The airspace description is revised to include only the airspace within the boundary of the State of Georgia and the airspace within 12 miles from and parallel to the shoreline.

*Monroe, GA:* The airspace description is revised to replace all references to the "Monroe County NDB" with "Monroe NDB."

*Bowling Green, KY:* The airspace description is revised to replace all references to the "Bowling Green-Warren County Airport" with "Bowling Green-Warren County Regional Airport."

*Covington, KY:* The airspace description is revised to replace all references to the "Cincinnati Municipal-Lunken Field Airport" with "Cincinnati Municipal Airport-Lunken Field", to replace all references to the "Lunken NDB" with "Cincinnati NDB," and to replace all references to the "Blue Ash Airport" with "Cincinnati-Blue Ash Airport."

*Falmouth, KY:* The airspace description is revised to delete the exclusion of the airspace within the Covington, KY Transition Area. These transition areas no longer overlap.

*Fort Campbell, KY:* The airspace description is revised to replace all references to the "Snuff NDB" with "Snuff LOM."

*Fort Knox, KY:* A separate airspace description is added for Godman Army Air Field. The same airspace is currently encompassed in the transition area for Louisville, KY.

*Lexington, KY:* The airspace description is revised to replace all references to the "Blayd NDB" with "Blayd LOM/NDB."

*London, KY:* The airspace description is revised to replace all references to the "London-Corbin Airport Magee Field" with "London-Corbin Airport-Magee Field."

*Prestonburg, KY:* The airspace description was mistakenly omitted from Docket Number 26852 but was listed in NPRM Number 92-5. The airspace description is added to the airspace descriptions in Docket Number 26852.

*Pascagoula, MS:* The airspace description is revised to replace all the references to the "Pascagoula, Jackson County Airport" with "Pascagoula, Trent Lott International."

*Bogue, NC:* The airspace description is revised to replace all references to the "Bogue MCALF" with "Bogue Field MCALF."

*Burlington, NC:* The airspace description is revised to replace all references to the "Burlington Municipal Airport" with "Burlington Alamance Regional Airport."

*Charlotte, NC:* The airspace description is revised to replace all references to the "Bryant Field" with "Rock Hill Municipal/Bryant Field," to replace all references to the "Tryon NDB LOM" with "Tryon LOM," and to replace all references to the "Charlotte ILS Localizer" with "Charlotte/Douglas International ILS Localizer."

*Fayetteville, NC:* The airspace description is revised to clarify that the Pope AFB ILS localizer extension area is within 8 miles northeast (not northwest as proposed) and 4 miles southeast of the Pope AFB ILS localizer northeast course.

*Goldsboro, NC:* The airspace description is revised to replace all references to the "Seymour-Johnson AFB" with "Seymour Johnson AFB."

*Greensboro, NC:* The airspace description is revised to replace all references to the "Greensboro/Piedmont Triad International Airport" with "Piedmont Triad International Airport."

*North Carolina, NC:* The airspace description is revised to include only that airspace within the boundary of the State of North Carolina and the airspace within 12 NM of and parallel to the shoreline.

*Reidsville, NC:* The airspace description is revised to replace all references to the "Rockingham County-Shiloh Airport" with "Rockingham County North Carolina Shiloh Airport."

*Siler City, NC:* The airspace description is revised to replace all references to the "Blair Municipal Airport" with "Siler City Municipal Airport."

*Aguadilla, PR:* The airspace description is revised to replace all references to the "Mayaguez Airfield" with "Eugenio Maria de Hostos Airfield."

*Roosevelt Roads, PR:* The airspace description is revised to replace all references to the "Roosevelt Roads NS" with "Roosevelt Roads NS (Ofstie Field)."

*Columbia, SC:* The airspace description is revised to replace all references to the "Owens Field" with "Columbia Owens Downtown."

*Greenville, SC:* The airspace description is revised to replace all references to the "Greenville Municipal Downtown Airport" with "Greenville Downtown Airport."

*North, SC:* The airspace description is revised to replace all references to the "North AFAF" with "North AF AUX."

*South Carolina, SC:* The airspace description is revised to include only that airspace within the boundary of the State of South Carolina and the airspace within 12 miles of and parallel to the shoreline.

*Springfield, TN:* The airspace description is revised to replace the reference to the "Springfield Municipal Airport" with "Springfield Robertson County."

#### **FAA Region: Southwest**

*Crossett, AR:* The airspace description is revised to replace all references to "Crossett Municipal Airport" with "Z M Jack Stell Field."

NDB.”

*Jonesboro, AR:* The airspace description is revised to replace all references to the “Jonesboro VOR” with “Jonesboro VOR/DME.”

*Alexandria, LA:* The airspace description is revised to replace the reference to “Esler Regional Airport” with “Alexandria Esler Regional.”

*Bunkie, LA:* The airspace description is revised to amend the radius around the Bunkie Municipal Airport from a 6.3-mile radius to a 6.4-mile radius.

*Eunice, LA:* The airspace description is revised to amend the radius around the Eunice Airport from a 6.3-mile radius to a 6.4-mile radius.

*Intracoastal City, LA:* The airspace description is revised to replace all references to the “White Lake VORTAC” with “White Lake VOR/DME.”

*Lafayette, LA:* The airspace description is revised to amend the radius around the Lafayette Regional Airport from a 6.3-mile radius to a 6.4-mile radius. In addition, the radius around the Abbeville Municipal Airport is amended from a 6.5-mile radius to a 6.4-mile radius.

*Louisiana, LA:* The airspace description is revised to replace all references to State lines and other boundary markers with the phrase “within the boundary of the State of Louisiana, including that airspace within 12 nautical miles from and parallel to the shoreline of Louisiana.”

*Monroe, LA:* The airspace description is revised to delete the reference to the Monroe ILS localizer because it is not used in the description. The reference to the “Sabar RBN,” is replaced with “Sabar LOM.”

*New Roads, LA:* The airspace description is revised to replace all references to the “False River Airport” with “False River Air Park.”

*Ruston, LA:* The airspace description is revised to replace all references to the “Lincoln Parrish RBN” with “Lincoln Parish NDB.”

*Vivian, LA:* The airspace description is revised to replace all references to the “Vivian Municipal Airport” with “Vivian Airport.”

*Carlsbad, NM:* The airspace description is revised to replace all references to the “Cavern City ILS Localizer” with “Cavern City Air Terminal Localizer.”

*Farmington, NM:* The airspace description is revised to delete the exclusion of the airspace within the state of Arizona because the transition area does not extend into the state.

*Hobbs, NM:* The airspace description is revised to replace the reference to the “Hobbs, Lea County Airport” and the reference to the “Lea County Airport” with “Lea County (Hobbs) Airport.”

*Zuni, NM:* The airspace description is revised to replace the reference to the “Zuni Pueblo, Black Rock Airport” with “Black Rock Airport,” and to add the geographic position for the Zuni VORTAC.

*Ardmore, OK:* The airspace description is revised to delete the Ardmore VORTAC 056° extension area.

*Bartlesville, OK:* The airspace description is revised to replace all references to the “Bartlesville VOR” with “Bartlesville VOR/DME.”

*Lawton, OK:* The airspace description is revised to replace the reference “Lawton VOR” with “Lawton VOR/DME.”

with "Stillwater VOR/DME."

*Alice, TX:* The airspace description is revised to delete the Kingsville TACAN 332° extension area, and replace the reference to the "Orange Grove TACAN" with "Navy Orange Grove TACAN."

*Amarillo, TX:* The airspace description is revised to replace the reference to the "Pande RBN" with "Pande LOM/NDB."

*Beeville, TX:* The airspace description is revised to delete the Beeville RBN 138° extension area.

*Brady, TX:* The airspace description is revised to replace the reference to the "Brady RBN" with "Brady NDB."

*Brownsville, TX:* The airspace description is revised to replace the reference to the "Brownsville International Airport" with "Brownsville/South Padre Island International Airport." The airspace description is revised to replace all references to the "Brownsville International Airport" with "Brownsville/South Padre Island International Airport."

*Brownwood, TX:* The airspace description is revised to delete the Brownwood VOR 359° extension area.

*Burnet, TX:* The airspace description is revised to replace all references to the "Burnet Municipal-Kate Craddock Field" with "Burnet Municipal Kate Craddock Field."

*Clarendon, TX:* The airspace description is revised to clarify that the Clarendon RBN 209° extension area begins at the airport.

*Dallas-Forth Worth, TX:* The airspace description is revised to delete the Acton VORTAC 024° extension area.

*Eagle Lake, TX:* The airspace description is revised to replace all references to the "Eagle Lake VOR" with "Eagle Lake VOR/DME."

*El Campo, TX:* The airspace description is revised to replace all references to the "Eagle Lake VOR" with "Eagle Lake VOR/DME."

*Evadale, TX:* The airspace description is revised to replace all references to the "Evadale Airport" with "Evadale Landing Strip."

*Follett, TX:* The airspace description is revised to clarify that the Gage VORTAC 296° and 117° extension areas begin at the airport. The Follett RBN 189° extension area is specified to extend from the RBN.

*Freeport, TX:* The airspace description is revised by deleting the proposed extensions based on the Scholes VORTAC 220° and 233° radials and establishing extensions based on the Scholes VORTAC 237° and 249° radials. The extension based on the 237° radial will extend from 19 miles southwest of the VORTAC to 25.4 miles southwest of the VORTAC. The extension base on the 249° radial will extend from 15 miles southwest of the VORTAC to 28 miles southwest of the VORTAC.

*Harlingen, TX:* The airspace description is revised to delete the Rio Grande Valley ILS extension area. The airspace description is revised to replace the reference to the "Sebas RBN" with "Sebas LOM/NDB."

*Haskell, TX:* The airspace description is revised to clarify that the Haskell RBN 015° extension area extends from the airport.

*Hebbronville, TX:* The airspace description is revised to replace all references to the "Wyatt Ranch Airport" with "O.S. Wyatt Airport."

Localizer, because it is not used in the airspace description. In addition, the airspace description is revised to replace all references to the "Shein LOM" with "Shein LOM/NDB."

*Killeen, TX:* The airspace description is revised to replace all references to the "Killeen NDB" with "Iresh NDB." The airspace description is revised to replace all references to the "Gray VOR" with "Gray VOR/DME."

*Larado, TX:* The airspace description is revised to change the airspace surrounding Rancho Blanco Airport from a 6.3 mile radius to a 6.6 mile radius.

*Lubbock, TX:* The airspace description is revised to replace the reference to the "Lubbi RBN" with "Lubbi LOM."

*Lufkin, TX:* The airspace description is revised to replace all references to the "Lufkin ILS Localizer" with "Angelina County ILS Localizer."

*Newgulf, TX:* The airspace description is revised to delete the Eagle Lake VORTAC 163° extension area. The airspace description is revised to delete the geographic position for the Eagle Lake VORTAC.

*Palestine, TX:* The airspace description is revised to replace all references to the "Frankston VOR" with "Frankston VOR/DME."

*Rockport, TX:* The airspace description is revised to delete the exclusion of the airspace more than 12 miles from a parallel to the shoreline.

*Sabine Pass, TX:* The airspace description is revised to replace all references to the "Sabine Pass VOR" with "Sabine Pass VOR/DME."

*San Angelo, TX:* The airspace description is revised to replace all references to the "San Angelo ILS Localizer" with "Mathis Field ILS Localizer."

*San Antonio, San Antonio International Airport, TX:* The airspace description is revised to clarify that the Castroville RBN 170° extension area extends from the RBN.

*Stamford, TX:* The airspace description is revised to clarify that the Stamford RBN 176° extension area extends from the airport.

*Sulphur Springs, TX:* The airspace description is revised to clarify that the Brashear RBN 002° extension area extends from the airport.

*Temple, TX:* The airspace description is revised to replace all references to the "Temple ILS Localizer" with "Draughon-Miller Localizer."

*Texas, TX:* The airspace description is revised to replace all references to geographic positions, and other boundary markers with the phrase "within the boundary of the State of Texas, including that airspace within 12 nautical miles from and parallel to the shoreline of Texas." No changes are made to the airspace overlying the State of Texas and excluded from the transition area.

*Tyler, TX:* The airspace description is revised to replace all references to the "Tyler VOR" with "Tyler VOR/DME," and to replace all references to the "Tyler ILS Localizer" with "Tyler Pounds Field Localizer."

*Van Horn, TX:* The airspace description is revised to clarify that the Van Horn RBN 053° extension area extends from the airport.

*Victoria, TX:* The airspace description is revised to replace all references to the "Victoria VOR" with "Victoria VOR/DME."

*Weslaco, TX:* The airspace description is revised to delete the exclusion of the Mexican airspace.



Grand Canyon VOR/DME.

*Portal, AZ:* The airspace description for this area is eliminated. The same airspace is encompassed in the transition area entitled New Mexico, NM.

*Sedona, AZ:* The airspace description is revised to replace all references to the "Sedona RBN" with "Sedona NDB."

*Tucson, AZ:* The airspace description is revised to ensure the area is aligned with the adjoining controlled airspace.

*Yuma, AZ:* The airspace description is revised by replacing boundaries based on geographic positions with boundaries based on references to V-135, R-2306C, and R-2306A.

*Arcata, CA:* The airspace description is revised by replacing the name of the Arcata/Eureka NDB with Abeta NDB. The airspace description is revised to replace all references to the "Murray Airport" with "Murray Field."

*Bakersfield, CA:* The airspace description is revised to delete the "airspace extending upward from the surface and above within the 5-mile radius of Meadows Field."

*Bishop, CA:* The airspace description is revised to change the distance from the Bishop VOR 337° radial from 4.3 miles to 4 miles.

*Blythe, CA:* The airspace description is revised by replacing the boundary based on a 15.6-mile radius from the Blythe Airport with a 15.8-mile radius.

*Brawley, CA:* The airspace description is revised to delete the reference to NAF El Centro, CA, Airport because the airport is not referenced in the airspace description. The airspace description is revised to replace all references to "Brawley Airport" with "Brawley Municipal Airport."

*Chico, CA:* The airspace description is revised by reducing the length of a radius from the Chico Municipal Airport from 4.3 miles to 4.1 miles, which is the distance found in the Chico, CA Control Zone. The airspace description is revised to replace all references to the "Chico VOR" with "Chico VOR/DME."

*China Lake Naval Air Weapons Station, CA:* The airspace description is revised to replace all references to the "China Lake NWC" with "China Lake NAWS/Armitage Field," and all references to the "China Lake NWC TACAN" with "China Lake (Navy) TACAN."

*Crows Landing Naval Auxiliary Landing Facility, CA:* The airspace description is revised to replace all references to "Patterson Field" with "Patterson Airport."

*Davis, CA:* The airspace description is revised to replace all references to the "Davis University Airport" with "University Airport."

*Delano, CA:* The airspace description is deleted because the same airspace is included in the northern section of the Bakersfield, CA Transition Area.

*El Centro Naval Air Station, CA:* The airspace description is revised to clarify that the floor extends from 700 feet above the surface.

*Grass Valley, CA:* The airspace description is revised to replace all references to "Marysville VOR" with "Marysville VOR/DME."

*Hanford, CA:* The airspace description is revised to replace all references to "Visalia VOR" with "Visalia VOR/DME," and to replace all references to "Blair Airport" with "Blair Strip Airport."

*Herlong, CA:* The airspace description is revised to replace all references to "Amedee VOR" with "Amedee VOR/DME."

*Redding, CA:* The airspace description is revised to replace the reference to the "Lassen NDB," and all references to the "Redding NDB" with "Lassn NDB."

*Sacramento, CA:* The airspace description is revised to replace all references to the "Sacramento McClellan AFB" with "McClellan AFB," and to replace all references to the "Sacramento Mather AFB" with "Mather AFB."

*San Francisco, CA:* The airspace description is revised to replace all references to "Alameda NAS" with "Alameda NAS (Nimitz Field)."

*San Jose, CA:* The airspace description is revised to replace all references to the "San Jose Reid-Hillview Airport" with "Reid-Hillview of Santa Clara County Airport."

*San Luis Obispo, CA:* The airspace description is revised by redefining the extension southwest of the San Luis Obispo County-McChesney Field.

*Santa Maria, CA:* The airspace description is revised for charting purposes.

*Ukiah, CA:* The airspace description is revised to include airspace between 17.4 and 20.9 miles from the Red Bluff VORTAC.

*Visalia, CA:* The airspace description is revised to replace all references to the "Ianni Airport" with "Ianni Strip," and to replace all references to the "Swanson Ranch Airport" with "Swanson Ranch NRI Airport."

*Guam Island, GU:* The airspace description is revised by replacing references to geographic positions with references to the 243° bearing of Anderson Air Force Base.

*Barking Sands, HI:* The airspace description is revised by deleting the reference to the South Kauai VORTAC, which is not used in the airspace description.

*Hawaiian Islands, HI:* The airspace description is revised by clarifying the area for charting purposes.

*Honolulu, Honolulu International Airport, HI:* The airspace description is revised to align the area with the control zone for Honolulu International Airport.

*Fallon, NV:* The airspace description is revised to replace all references to the "Fallon NAS" with "Fallon NAS (Van Voorhis Field)," and to replace all references to the "Fallon TACAN" with "Fallon Navy TACAN."

*Las Vegas, NV:* The airspace description is revised to replace all references to the "Grand Canyon VOR" with "Grand Canyon VOR/DME."

*Mercury, NV:* The airspace description is revised to exclude the airspace in restricted area R-4808N.

*Tonopah, NV:* The airspace description is revised to clarify that the southern area is bounded by the 083° and 263° radials.

Revisions to proposed airspace areas by updating a geographic position:

#### FAA Region: Alaskan

Name and Airport or Facility	Proposed geographic position	Revised geographic position
Adak, AK:		
Adak NAS Airport .....	lat. 51°52'46"N., .....	lat. 51°52'58"N.,
	long. 176°38'37"W. ....	long. 176°38'41"W.
Adak TACAN .....	lat. 51°52'31"N., .....	lat. 51°52'22"N.,
	long. 176°40'42"W. ....	long. 176°40'18"W.

Amchitka VORTAC .....	long. 179°15'32"E. ....	long. 179°16'24"E.
	lat. 51°23'02"N. ....	lat. 51°22'37"N.
	long. 179°17'12"E. ....	long. 179°16'37"E.
Bethel, AK:		
Bethel Airport .....	lat. 60°46'50"N. ....	lat. 60°46'50"N.
	long. 161°50'08"W. ....	long. 161°50'09"W.
Emmonak, AK:		
Emmonak Airport .....	lat. 62°46'00"N. ....	lat. 62°47'10"N.
	long. 164°30'00"W. ....	long. 164°29'19"W.
Emmonak VOR/DME .....	lat. 62°47'01"N. ....	lat. 62°47'03"N.
	long. 164°29'01"W. ....	long. 164°29'07"W.
Fairbanks, Eielson Air Force Base, AK:		
Eielson Air Force Base .....	lat. 64°39'58"N. ....	lat. 64°39'54"N.
	long. 147°05'56"W. ....	long. 147°05'50"W.
Eielson TACAN .....	lat. 64°41'03"N. ....	lat. 64°41'18"N.
	long. 147°07'07"W. ....	long. 147°06'40"W.
Galena, AK:		
Galena Airport .....	lat. 64°44'13"N. ....	lat. 64°44'12"N.
	long. 156°56'06"W. ....	long. 156°56'06"W.
Bishop NDB .....	lat. 64°44'17"N. ....	lat. 64°44'17"N.
	long. 156°46'23"W. ....	long. 156°48'23"W.

#### FAA Region: Central

Name and Airport or Facility	Proposed geographic position	Revised geographic position
Audubon, IA:		
Audubon County Airport .....	lat. 41°42'08"N. ....	lat. 41°42'05"N.
	long. 94°55'15"W. ....	long. 94°55'13"W.
Boone, IA:		
Boone Municipal Airport .....	lat. 42°02'58"N. ....	lat. 42°02'59"N.
	long. 93°50'51"W. ....	long. 93°50'50"W.
Boone NDB .....	lat. 42°03'17"N. ....	lat. 42°03'16"N.
	long. 93°51'06"W. ....	long. 93°51'10"W.
Chariton, IA:		
Chariton Municipal Airport .....	lat. 41°01'11"N. ....	lat. 41°01'11"N.
	long. 93°21'35"W. ....	long. 93°21'34"W.
Chariton NDB .....	lat. 41°01'00"N. ....	lat. 41°01'00"N.
	long. 93°21'37"W. ....	long. 93°21'42"W.
Charles City, IA:		
Charles City Municipal Airport .....	lat. 43°04'22"N. ....	lat. 43°04'21"N.
	long. 92°36'37"W. ....	long. 92°36'38"W.
Charles City NDB .....	lat. 43°04'18"N. ....	lat. 43°04'07"N.
	long. 92°36'35"W. ....	long. 92°36'29"W.
Marshalltown, IA:		
Marshalltown NDB .....	lat. 42°06'37"N. ....	lat. 42°06'36"N.
	long. 92°55'00"W. ....	long. 92°55'00"W.
Shenandoah, IA:		
Shenandoah Municipal Airport .....	lat. 40°45'09"N. ....	lat. 40°45'08"N.
	long. 95°24'53"W. ....	long. 95°24'53"W.
Webster City, IA:		
Webster City NDB .....	lat. 42°26'25"N. ....	lat. 42°26'29"N.
	long. 93°52'00"W. ....	long. 93°52'09"W.
Clay Center, KS:		
Clay Center NDB .....	lat. 39°22'50"N., ....	lat. 39°22'51"N.,
	long. 97°09'40"W. ....	long. 97°09'39"W.
Hugoton, KS:		

Atkinson Municipal Airport .....	lat. 37°26'48"N. ....	lat. 37°26'51"N.
	long. 94°43'50"W. ....	long. 94°43'51"W.
Wichita Mid Continent Airport, KS:		
Wichita McConnell Air Force Base .....	lat. 37°37'26"N., ....	lat. 37°37'23"N.,
	long. 97°15'51"W. ....	long. 97°16'02"W.
Ava, MO:		
Bilmar NDB .....	lat. 36°58'11"N., ....	lat. 36°58'11"N.,
	long. 92°40'58"W. ....	long. 92°40'38"W.
Boonville, MO:		
Jesse Viertel Memorial Airport .....	lat. 38°56'50"N. ....	lat. 38°56'45"N.
	long. 92°41'19"W. ....	long. 92°40'57"W.
Bowling Green, MO:		
Bowling Green Municipal Airport .....	lat. 39°22'11"N. ....	lat. 39°22'12"N.
	long. 91°13'06"W. ....	long. 91°13'09"W.
Brookfield, MO:		
General John J. Pershing Memorial		
Airport. ....	lat. 39°45'40"N. ....	lat. 39°45'45"N.
	long. 93°06'15"W. ....	long. 93°06'19"W.
Butler, MO:		
Butler Memorial Airport .....	lat. 38°17'13"N. ....	lat. 38°17'23"N.
	long. 94°20'24"W. ....	long. 94°20'24"W.
Chillicothe Municipal Airport .....	lat. 39°46'45"N., ....	lat. 39°46'55"N.,
	long. 93°30'00"W. ....	long. 93°29'46"W.
Fort Leonard Wood, MO:		
Forney Army Air Field .....	lat. 37°44'30"N. ....	lat. 37°44'31"N.
	long. 92°08'26"W. ....	long. 92°08'24"W.
Fulton, MO:		
Elton Hensley Memorial Airport .....	lat. 38°50'22"N. ....	lat. 38°50'23"N.
	long. 92°00'17"W. ....	long. 92°00'15"W.
Joplin, MO:		
Joplin Regional Airport .....	lat. 37°08'58"N. ....	lat. 37°09'02"N.
	long. 94°29'54"W. ....	long. 94°29'53"W.
Lee's Summit, MO:		
Lee's Summit Municipal Airport .....	lat. 38°57'50"N. ....	lat. 38°57'37"N.
	long. 94°22'25"W. ....	long. 94°22'14"W.
Lexington, MO:		
Lexington Municipal Airport .....	lat. 39°12'36"N. ....	lat. 39°12'35"N.
	long. 93°55'37"W. ....	long. 93°55'40"W.
Maryville, MO:		
Maryville Memorial Airport .....	lat. 40°21'00"N. ....	lat. 40°21'09"N.
	long. 94°54'45"W. ....	long. 94°54'55"W.
Mexico, MO:		
Mexico Memorial Airport .....	lat. 39°09'28"N. ....	lat. 39°09'27"N.
	long. 91°49'07"W. ....	long. 91°49'05"W.
Moberly, MO:		
Omar N Bradley Airport .....	lat. 39°27'50"N. ....	lat. 39°27'50"N.
	long. 92°25'35"W. ....	long. 92°25'39"W.
Monroe City, MO:		
Monroe City Regional Airport .....	lat. 39°38'05"N. ....	lat. 39°38'04"N.
	long. 91°43'40"W. ....	long. 91°43'37"W.
Sedalia, MO:		
Sedalia Memorial Airport .....	lat. 38°42'15"N. ....	lat. 38°42'15"N.
	long. 93°11'00"W. ....	long. 93°10'33"W.
Saint Louis, MO:		
St. Charles County Smartt Airport .....	lat. 38°55'43"N., ....	lat. 38°55'47"N.,
	long. 90°25'41"W. ....	long. 90°25'47"W.
Trenton, MO:		
Trenton Municipal Airport .....	lat. 40°05'03"N. ....	lat. 40°05'01"N.
	long. 93°35'26"W. ....	long. 93°35'26"W.

Wentzville, MO:	lat. 38°49'15"N. ....	lat. 38°49'17"N. ....
Wentzville Airport .....	long. 90°50'05"W. ....	long. 90°50'02"W. ....
Scottsbluff, NE:		
William B. Heilig Field Airport .....	lat. 41°52'34"N. ....	lat. 41°52'27"N. ....
	long. 103°35'53"W. ....	long. 103°35'43"W. ....

### FAA Region: Eastern

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Dover, DE:		
Dover TACAN .....	lat. 39°07'54"N., ....	lat. 39°07'56"N., ....
	long. 75°28'06"W. ....	long. 75°28'04"W. ....
Delaware Airpark .....	lat. 39°13'06"N., ....	lat. 39°13'06"N., ....
	long. 75°35'50"W. ....	long. 75°35'48"W. ....
Laurel, DE:		
Laurel Airport .....	lat. 38°32'30"N., ....	lat. 38°32'30"N., ....
	long. 75°35'30"W. ....	long. 75°35'40"W. ....
Wilmington, DE:		
New Castle County Airport .....	lat. 39°40'42"N., ....	lat. 39°40'43"N., ....
	long. 75°36'25"W. ....	long. 75°36'25"W. ....
Summit Airpark .....	lat. 39°31'17"N., ....	lat. 39°31'13"N., ....
	long. 75°43'17"W. ....	long. 75°43'15"W. ....
Aberdeen, MD:		
Phillips Army Air Field .....	lat. 39°28'00"N., ....	lat. 39°27'58"N., ....
	long. 76°10'12"W. ....	long. 76°10'12"W. ....
Easton, MD:		
Easton Municipal Airport .....	lat. 38°48'19"N., ....	lat. 38°48'15"N., ....
	long. 76°04'08"W. ....	long. 76°04'10"W. ....
Easton NDB .....	lat. 38°48'16"N., ....	lat. 38°48'17"N., ....
	long. 76°04'11"W. ....	long. 76°04'11"W. ....
Edgewood, MD:		
Weide Army Air Field .....	lat. 39°23'30"N., ....	lat. 39°23'31"N., ....
	long. 76°17'30"W. ....	long. 76°17'29"W. ....
Frederick, MD:		
Frederick Municipal Airport .....	lat. 39°24'56"N., ....	lat. 39°25'03"N., ....
	long. 77°22'34"W. ....	long. 77°22'29"W. ....
Patuxent River, MD:		
Patuxent VORTAC .....	lat. 38°17'26"N., ....	lat. 38°17'16"N., ....
	long. 76°24'03"W. ....	long. 76°24'02"W. ....
Millville, NJ:		
Millville Municipal Airport .....	lat. 39°22'05"N., ....	lat. 39°22'05"N., ....
	long. 74°04'28"W. ....	long. 74°04'26"W. ....
Ocean City, NJ:		
Ocean City Municipal Airport .....	lat. 38°15'49"N., ....	lat. 39°15'49"N., ....
	long. 74°36'28"W. ....	long. 74°36'28"W. ....
Babylon, NY:		
Republic Airport .....	lat. 40°43'43"N., ....	lat. 40°43'43"N., ....
	long. 72°24'50"W. ....	long. 73°24'50"W. ....
Grumman-Bethpage Airport .....	lat. 40°44'48"N., ....	lat. 40°44'45"N., ....
	long. 73°29'36"W. ....	long. 73°29'30"W. ....
Binghamton, NY:		
Edwin A. Link Field/Broome County Airport.	lat. 42°12'27"N. ....	lat. 42°12'30"N. ....
	long. 75°58'46"W. ....	long. 75°58'48"W. ....
Brockport, NY:		
Ledgedale Airpark .....	lat. 43°10'52"N. ....	lat. 43°10'52"N. ....
	long. 77°54'49"W. ....	long. 77°54'50"W. ....

Potsdam, NY:	long. 73°26'36"W. ....	long. 73°26'39"W.
Potsdam Municipal Airport (Damon Field).	lat. 44°40'34"N., ....	lat. 44°40'36"N.,
Red Hook, NY:	long. 74°56'59"W. ....	long. 74°56'56"W.
Skypark Airport .....	lat. 41°59'05"N. ....	lat. 41°59'10"N.
Romulus, NY:	long. 73°50'11"W. ....	long. 73°50'14"W.
Seneca Army Air Field .....	lat. 42°42'54"N., ....	lat. 42°42'55"N.,
Utica, NY:	long. 76°53'00"W. ....	long. 76°52'57"W.
Griffiss Air Force Base .....	lat. 43°14'00"N., ....	lat. 43°14'02"N.,
Downington, PA:	long. 75°24'24"W. ....	long. 75°24'27"W.
Bob Shannon Memorial Field Airport ....	lat. 39°58'53"N. ....	lat. 39°58'56"N.
Erie, PA:	long. 75°44'27"W. ....	long. 75°44'28"W.
Erie International Airport .....	lat. 42°04'54"N. ....	lat. 42°04'55"N.
Chesapeake, VA:	long. 80°10'38"W. ....	long. 80°10'35"W.
Chesapeake Municipal Airport .....	lat. 36°39'47"N., ....	lat. 36°39'51"N.,
Dahlgren, VA:	long. 76°19'21"W. ....	long. 76°19'20"W.
Dahlgren NSWC .....	lat. 38°19'58"N., ....	lat. 38°19'57"N.,
Norfolk, VA:	long. 77°02'14"W. ....	long. 77°02'15"W.
Norfolk Naval Air Station (Chambers Field).	lat. 36°56'15"N., ....	lat. 36°56'14"N.,
Langley Air Force Base .....	long. 76°17'23"W. ....	long. 76°17'26"W.
Oceana Naval Air Station Apollo Soucek Field).	lat. 37°05'00"N., ....	lat. 37°04'58"N.,
Felker Army Air Field .....	long. 76°21'42"W. ....	long. 76°21'39"W.
Felker NDB .....	lat. 36°49'24"N., ....	lat. 36°49'14"N.,
Quantico, VA:	long. 76°01'54"W. ....	long. 76°02'02"W.
Quantico Marine Corps Air Field (Turner Field).	lat. 37°08'00"N., ....	lat. 37°07'57"N.,
Winchester, VA:	long. 76°36'36"W. ....	long. 76°36'33"W.
Winchester Regional .....	lat. 37°08'18"N., ....	lat. 37°08'19"N.,
Lewisburg, WV:	long. 76°37'06"W. ....	long. 76°37'08"W.
Greenbriar Valley Airport .....	lat. 38°30'15"N., ....	lat. 38°30'06"N.,
	long. 77°18'24"W. ....	long. 77°18'21"W.
	lat. 39°08'33"N. ....	lat. 39°08'36"N.
	long. 78°08'36"W. ....	long. 78°08'41"W.
	lat. 37°51'30"N. ....	lat. 37°51'29"N.
	long. 80°23'59"W. ....	long. 80°23'59"W.

#### FAA Region: Great Lakes

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Belvidere, IL:		
Belvidere LTD Airport .....	lat. 42°19'17"N. ....	lat. 42°19'22"N.
	long. 88°50'14"W. ....	long. 88°50'11"W.
Cahokia, IL:		
Cahokia, St. Louis Downtown-Parks Airport.	lat. 38°34'17"N. ....	lat. 38°34'14"N.
	long. 90°09'26"W. ....	long. 90°09'22"W.

Dixon, IL: Dixon Municipal Airport-Charles R. Walgreen Field.	lat. 41°50'04"N. .... long. 89°26'38"W. ....	lat. 41°50'01"N. long. 89°26'46"W.
Dwight, IL: Dwight Airport .....	lat. 41°08'02"N. .... long. 88°26'20"W. ....	lat. 41°08'00"N. long. 88°26'27"W.
Effingham, IL: Effingham County Memorial Airport .....	lat. 39°04'29"N. .... long. 88°32'12"W. ....	lat. 39°04'13"N. long. 88°31'59"W.
Fairfield, IL: Fairfield Municipal Airport .....	lat. 38°23'00"N. .... long. 88°25'00"W. ....	lat. 38°22'43"N. long. 88°24'41"W.
Flora, IL: Flora Municipal Airport .....	lat. 38°39'55"N. .... long. 88°27'10"W. ....	lat. 38°39'57"N. long. 88°27'09"W.
Freeport, IL: Albertus Airport .....	lat. 42°14'48"N. .... long. 89°34'55"W. ....	lat. 42°14'48"N. long. 89°34'54"W.
Gibson City, IL: Gibson City Municipal Airport .....	lat. 40°29'00"N. .... long. 88°16'00"W. ....	lat. 40°29'09"N. long. 88°16'02"W.
Greenville, IL: Greenville Airport .....	lat. 38°50'09"N. .... long. 89°22'51"W. ....	lat. 38°50'10"N. long. 88°22'42"W.
Harrisburg, IL: Harrisburg-Raleigh Airport .....	lat. 37°48'45"N. .... long. 88°33'00"W. ....	lat. 37°48'41"N. long. 88°32'56"W.
Jacksonville, IL: Jacksonville Municipal Airport .....	lat. 39°46'30"N. .... long. 90°14'15"W. ....	lat. 39°46'27"N. long. 90°14'18"W.
Kankakee, IL: Greater Kankakee Airport .....	lat. 41°04'20"N. .... long. 87°50'48"W. ....	lat. 41°04'17"N. long. 87°50'46"W.
Kewanee, IL: Kewanee Municipal Airport .....	lat. 41°12'25"N. .... long. 89°57'33"W. ....	lat. 41°12'19"N. long. 89°57'50"W.
Lacon, IL: Marshall County Airport .....	lat. 41°01'05"N. .... long. 89°23'08"W. ....	lat. 41°01'09"N. long. 89°23'11"W.
Lawrenceville, IL: Lawrenceville-Vincennes International Airport. Mount Carmel Municipal Airport .....	lat. 38°45'35"N. .... long. 87°36'27"W. .... lat. 38°36'24"N. .... long. 87°43'34"W. ....	lat. 38°45'51"N. long. 87°36'20"W. lat. 38°36'23"N. long. 87°43'36"W.
Litchfield, IL: Litchfield Municipal Airport .....	lat. 39°09'50"N. .... long. 89°40'36"W. ....	lat. 39°09'59"N. long. 89°40'29"W.
Marion, IL: Williamson County Regional Airport .....	lat. 37°45'13"N., .... long. 89°00'45"W. ....	lat. 37°45'11"N., long. 89°00'42"W.
Moline, IL: MOLLI LOM .....	lat. 41°27'04"N. .... long. 90°37'16"W. ....	lat. 41°26'57"N. long. 90°37'06"W.
Monee, IL: Sanger Airport .....	lat. 41°22'39"N. .... long. 87°40'55"W. ....	lat. 41°22'39"N. long. 87°40'53"W.
Paris, IL: Edgar County Airport .....	lat. 39°42'00"N. .... long. 87°40'17"W. ....	lat. 39°42'00"N. long. 88°40'14"W.

Pittsfield Penstone Municipal Airport .....	lat. 39°38'22"N. ....	lat. 39°38'22"N.
	long. 90°46'51"W. ....	long. 90°46'46"W.
Pontiac, IL:		
Pontiac Municipal Airport .....	lat. 40°51'30"N. ....	lat. 40°51'31"N.
	long. 88°38'15"W. ....	long. 88°38'16"W.
Rochelle, IL:		
Airport-Koritz Field .....	lat. 41°53'37"N. ....	lat. 41°53'35"N.
	long. 89°04'33"W. ....	long. 89°04'42"W.
Saint Jacob, IL:		
Shafer Metro East Airport .....	lat. 38°44'00"N. ....	lat. 38°43'58"N.
	long. 89°48'24"W. ....	long. 89°48'23"W.
Salem, IL:		
Salem-Leckrone Airport .....	lat. 38°38'36"N. ....	lat. 38°38'34"N.
	long. 88°57'50"W. ....	long. 88°57'51"W.
Salem NDB .....	lat. 38°38'38"N. ....	lat. 38°38'38"N.
	long. 88°58'03"W. ....	long. 88°58'02"W.
Shelbyville, IL:		
Shelby County Airport .....	lat. 39°24'38"N. ....	lat. 39°24'37"N.
	long. 88°50'43"W. ....	long. 88°50'43"W.
Sparta, IL:		
Sparta Community-Hunter Field .....	lat. 38°08'57"N. ....	lat. 38°08'56"N.
	long. 89°41'55"W. ....	long. 89°41'55"W.
Vandalia, IL:		
Vandalia Municipal Airport .....	lat. 38°59'32"N. ....	lat. 38°59'28"N.
	long. 89°09'54"W. ....	long. 89°09'58"W.
Huntington, IN:		
Huntington Municipal Airport .....	lat. 40°51'12"N. ....	lat. 40°51'11"N.
	long. 85°27'37"W. ....	long. 85°27'34"W.
Indianapolis Terry Airport, IN:		
Indianapolis Terry Airport .....	lat. 40°01'53"N. ....	lat. 40°01'50"N.
	long. 86°15'05"W. ....	long. 86°15'05"W.
Kendallville, IN:		
Kendallville Municipal Airport .....	lat. 41°28'22"N. ....	lat. 41°28'22"N.
	long. 85°15'46"W. ....	long. 85°15'39"W.
South Bend, IN:		
Jerry Tyler Memorial Airport .....	lat. 41°50'30"N. ....	lat. 41°50'09"N.
	long. 86°13'30"W. ....	long. 86°13'31"W.
Wabash, IN:		
Wabash County Airport .....	lat. 40°45'43"N. ....	lat. 40°45'43"N.
	long. 85°47'57"W. ....	long. 85°47'56"W.
Allegan, MI:		
Allegan, Padgham Field .....	lat. 42°31'45"N. ....	lat. 42°31'50"N.
	long. 85°49'00"W. ....	long. 85°49'27"W.
Alma, MI:		
Alma, Gratiot Community Airport .....	lat. 43°19'15"N. ....	lat. 43°19'20"N.
	long. 84°41'12"W. ....	long. 84°41'17"W.
Bad Axe, MI:		
Bad Axe, Huron County Memorial Airport .....	lat. 43°47'01"N. ....	lat. 43°47'02"N.
	long. 82°59'10"W. ....	long. 82°59'11"W.
Baldwin, MI:		
Baldwin Municipal Airport .....	lat. 43°52'35"N. ....	lat. 43°52'32"N.
	long. 85°50'25"W. ....	long. 85°50'27"W.
Boyne Falls, MI:		
Boyne Falls, Boyne Mountain Airport .....	lat. 45°10'03"N. ....	lat. 45°09'57"N.
	long. 84°55'30"W. ....	long. 84°55'27"W.
Cadillac, MI:		
Cadillac, Wexford County Airport .....	lat. 44°16'33"N. ....	lat. 44°16'31"N.
	long. 85°25'17"W. ....	long. 85°25'08"W.



Charlotte, MI: Charlotte, Fitch H. Beach Airport .....	lat. 42°34'30"N. .... long. 84°48'45"W. ....	lat. 42°34'28"N. long. 84°48'41"W.
Cheboygan, MI: Cheboygan City-County Airport .....	lat. 45°39'15"N. .... long. 84°31'06"W. ....	lat. 45°39'13"N. long. 84°31'07"W.
Coldwater, MI: Coldwater, Branch County Memorial Airport.	lat. 41°56'05"N. .... long. 85°02'55"W. ....	lat. 41°56'00"N. long. 85°03'09"W.
Drummond Island, MI: Drummond Island Airport .....	lat. 46°00'40"N. .... long. 83°44'45"W. ....	lat. 46°00'31"N. long. 83°44'47"W.
East Tawas, MI: East Tawas, Iosco County Airport .....	lat. 44°18'48"N. .... long. 83°25'24"W. ....	lat. 44°18'46"N. long. 83°25'20"W.
Flint, MI: Linden, Prices Airport .....	lat. 42°48'25"N. .... long. 83°46'20"W. ....	lat. 42°48'27"N. long. 83°46'29"W.
Gladwin, MI: Charles C. Zettel Memorial Airport .....	lat. 43°58'07"N. .... long. 84°28'26"W. ....	lat. 43°58'14"N.. long. 84°28'30"W.
Grayling, MI: Grayling Army Air Field .....	lat. 44°40'49"N. .... long. 84°43'49"W. ....	lat. 44°40'49"N. long. 84°43'44"W.
Greenville, MI: Greenville Municipal Airport .....	lat. 43°08'30"N. .... long. 85°15'15"W. ....	lat. 43°08'32"N. long. 85°15'16"W.
Hillsdale, MI: Hillsdale Municipal Airport .....	lat. 41°55'15"N. .... long. 84°35'10"W. ....	lat. 41°55'16"N. long. 84°35'08"W.
Holland, MI: Holland, Park Township Airport .....	lat. 42°47'46"N. .... long. 86°09'41"W. ....	lat. 42°47'45"N. long. 86°09'43"W.
Houghton Lake, MI: Houghton Lake, Roscommon County Airport.	lat. 44°21'00"N. .... long. 84°40'00"W. ....	lat. 44°21'36"N. long. 84°40'15"W.
Ionia, MI: Ionia County Airport .....	lat. 42°56'15"N. .... long. 85°04'00"W. ....	lat. 42°56'16"N. long. 85°03'39"W.
Lapeer, MI: Lapeer, Dupont-Lapeer Airport .....	lat. 43°04'01"N. .... long. 83°16'16"W. ....	lat. 43°04'01"N. long. 83°16'21"W.
Ludington, MI: Ludington, Mason County Airport .....	lat. 43°57'50"N. .... long. 86°24'31"W. ....	lat. 43°57'45"N. long. 86°24'28"W.
Mackinac Island, MI: Mackinac Island Airport .....	lat. 45°51'55"N. .... long. 84°38'13"W. ....	lat. 45°51'54"N. long. 84°38'14"W.
Manistique, MI: Manistique, Schoolcraft County Airport ..	lat. 45°58'30"N. .... long. 86°10'36"W. ....	lat. 45°58'29"N. long. 86°10'18"W.
Marlette, MI: Marlette Airport .....	lat. 43°18'48"N. .... long. 83°05'30"W. ....	lat. 43°18'43"N. long. 83°05'28"W.
Marshall, MI: Brooks Field .....	lat. 42°15'04"N. .... long. 84°57'19"W. ....	lat. 42°15'04"N. long. 84°57'20"W.

Mount Pleasant, MI: Mount Pleasant Municipal Airport .....	lat. 43°37'15"N. .... long. 84°44'00"W. ....	lat. 43°37'18"N. long. 84°44'15"W.
Muskegon, MI: Grand Haven Memorial Airpark .....	lat. 43°02'00"N. .... long. 86°12'00"W. ....	lat. 43°02'03"N. long. 86°11'53"W.
Newberry, MI: Newberry, Luce County Hale Airport .....	lat. 46°18'39"N. .... long. 85°27'22"W. ....	lat. 46°18'38"N. long. 85°27'22"W.
Ontonagon, MI: Ontonagon County Airport .....	lat. 46°50'47"N. .... long. 89°21'29"W. ....	lat. 46°50'44"N. long. 89°22'01"W.
Oscoda, MI: Wurtsmith Air Force Base .....	lat. 44°27'06"N., ..... long. 83°23'39"W. ....	lat. 44°27'05"N., ..... long. 83°23'39"W.
Rogers City, MI: Presque Isle County Airport .....	lat. 45°24'27"N., ..... long. 83°48'46"W. ....	lat. 45°24'26"N., ..... long. 83°48'46"W.
Saginaw, Harry W. Browne Airport, MI: Harry W. Browne Airport .....	lat. 43°25'58"N. .... long. 83°51'43"W. ....	lat. 43°26'00"N. long. 83°51'50"W.
Saginaw, Harry W. Browne Airport, MI: Harry W. Browne Airport .....	lat. 43°25'58"N. .... long. 83°51'43"W. ....	lat. 43°26'00"N. long. 83°51'50"W.
Saginaw, Tri-City Airport, MI: James Clements Municipal Airport .....	lat. 43°32'49"N. .... long. 83°53'42"W. ....	lat. 43°32'47"N. long. 83°53'44"W.
Jack Barstow Airport .....	lat. 43°39'45"N. .... long. 84°15'45"W. ....	lat. 43°39'46"N. long. 84°15'41"W.
South Haven, MI: South Haven Area Regional Airport .....	lat. 42°21'15"N. .... long. 86°15'45"W. ....	lat. 42°21'06"N. long. 86°15'19"W.
Sparta, MI: Sparta Airport .....	lat. 43°07'43"N. .... long. 85°40'26"W. ....	lat. 43°07'43"N. long. 85°40'37"W.
Tecumseh, MI: Tecumseh, Al Meyers Airport .....	lat. 42°01'32"N. .... long. 83°56'26"W. ....	lat. 42°01'30"N. long. 83°56'21"W.
Three Rivers, MI: Three Rivers Municipal Airport DR Haines. ....	lat. 41°57'31"N. .... long. 85°35'40"W. ....	lat. 41°57'35"N. long. 85°35'36"W.
West Branch, MI: West Branch Community Airport .....	lat. 44°14'41"N. .... long. 84°10'48"W. ....	lat. 44°14'41"N. long. 84°10'47"W.
Albert Lea, MN: Albert Lea Municipal Airport .....	lat. 43°41'00"N. .... long. 93°22'00"W. ....	lat. 43°40'54"N. long. 93°22'01"W.
Alexandria, MN: Chandler Field .....	lat. 45°51'59"N. .... long. 95°23'35"W. ....	lat. 45°51'59"N. long. 95°23'40"W.
Austin, MN: Austin Municipal Airport .....	lat. 43°40'00"N., ..... long. 92°56'00"W. ....	lat. 43°39'54"N., ..... long. 92°56'00"W.
Benson, MN: Benson Municipal Airport .....	lat. 45°19'56"N. .... long. 95°39'00"W. ....	lat. 45°19'55"N. long. 95°39'01"W.
Blue Earth, MN: Blue Earth Municipal Airport .....	lat. 43°35'42"N. .... long. 94°05'35"W. ....	lat. 43°35'43"N. long. 94°05'33"W.

Camp Roney, MN: Ray S. Miller Army Air Field .....	lat. 46°05'24"N. .... long. 94°21'30"W. ....	lat. 46°05'00"N. .... long. 94°21'00"W. ....
Cook, MN: Cook Municipal Airport .....	lat. 47°49'30"N. .... long. 92°41'30"W. ....	lat. 47°49'19"N. .... long. 92°41'21"W. ....
Crookston, MN: Crookston Municipal Kirkwood Field .....	lat. 47°50'30"N. .... long. 96°37'15"W. ....	lat. 47°50'30"N. .... long. 96°37'17"W. ....
Detroit Lakes, MN: Detroit Lakes Airport .....	lat. 46°49'34"N. .... long. 95°53'06"W. ....	lat. 46°49'31"N. .... long. 95°53'07"W. ....
Duluth, MN: Sky Harbor Airport .....	lat. 46°43'18"N. .... long. 92°02'36"W. ....	lat. 46°43'19"N. .... long. 92°02'36"W. ....
Faribault, MN: Faribault Municipal Airport .....	lat. 44°19'30"N. .... long. 93°18'30"W. ....	lat. 44°19'29"N. .... long. 93°18'38"W. ....
Fosston, MN: Fosston Municipal Airport .....	lat. 47°35'35"N. .... long. 95°46'30"W. ....	lat. 47°35'34"N. .... long. 95°46'24"W. ....
Glenwood, MN: Glenwood Municipal Airport .....	lat. 45°38'38"N. .... long. 95°19'15"W. ....	lat. 45°38'42"N. .... long. 95°19'14"W. ....
Grand Marais, MN: Devils Track Municipal Airport .....	lat. 47°49'45"N. .... long. 90°23'00"W. ....	lat. 47°49'38"N. .... long. 90°22'46"W. ....
Hutchinson, MN: Hutchinson Municipal Airport-Butler Field .....	lat. 44°51'33"N. .... long. 94°22'54"W. ....	lat. 44°51'32"N. .... long. 94°22'54"W. ....
Jackson, MN: Jackson Municipal Airport .....	lat. 43°39'00"N. .... long. 94°59'00"W. ....	lat. 43°39'00"N. .... long. 94°59'11"W. ....
Little Falls, MN: Little Falls-Morrison County Airport .....	lat. 45°56'56"N. .... long. 94°20'44"W. ....	lat. 45°56'58"N. .... long. 94°20'49"W. ....
Madison, MN: Madison-Lac Qui Parle Airport .....	lat. 44°59'11"N. .... long. 96°10'43"W. ....	lat. 44°59'11"N. .... long. 96°10'39"W. ....
Maple Lake, MN: Maple Lake Municipal Airport .....	lat. 45°14'10"N. .... long. 93°59'05"W. ....	lat. 45°14'10"N. .... long. 93°59'07"W. ....
Marshall, MN: Marshall Municipal Airport-Ryan Field ...	lat. 44°27'01"N. .... long. 95°49'25"W. ....	lat. 44°27'00"N. .... long. 95°49'19"W. ....
Montevideo, MN: Montevideo-Chippewa Airport .....	lat. 44°58'30"N. .... long. 95°42'15"W. ....	lat. 44°58'09"N. .... long. 95°42'36"W. ....
Morris, MN: Morris Municipal Airport .....	lat. 45°34'00"N. .... long. 95°58'00"W. ....	lat. 45°34'00"N. .... long. 95°58'02"W. ....
New Ulm, MN: New Ulm Municipal Airport .....	lat. 44°19'10"N. .... long. 94°30'06"W. ....	lat. 44°19'11"N. .... long. 94°30'07"W. ....
Olivia, MN: Olivia Regional Airport .....	lat. 44°46'44"N. .... long. 95°01'58"W. ....	lat. 44°46'43"N. .... long. 95°01'57"W. ....

Pipestone Municipal Airport .....	lat. 43°59'15"N. ....	lat. 43°59'00"N.
	long. 96°18'30"W. ....	long. 96°18'00"W.
Red Wind, MN:		
Red Wing Municipal Airport .....	lat. 44°35'25"N. ....	lat. 44°35'25"N.
	long. 92°29'16"W. ....	long. 92°29'10"W.
Redwood Falls, MN:		
Redwood Falls Municipal Airport .....	lat. 44°32'45"N. ....	lat. 44°32'50"N.
	long. 95°04'50"W. ....	long. 95°04'55"W.
Rushford, MN:		
Rushford Municipal Airport .....	lat. 43°48'57"N. ....	lat. 43°48'57"N.
	long. 91°49'49"W. ....	long. 91°49'48"W.
Springfield, MN:		
Springfield Municipal Airport .....	lat. 44°13'53"N. ....	lat. 44°13'52"N.
	long. 94°59'54"W. ....	long. 94°59'55"W.
Staples, MN:		
Staples Municipal Airport .....	lat. 46°22'48"N. ....	lat. 46°22'51"N.
	long. 94°48'08"W. ....	long. 94°48'23"W.
Thief River Falls, MN:		
Thief River Falls Regional Airport .....	lat. 48°03'53"N. ....	lat. 48°03'56"N.
	long. 96°11'01"W. ....	long. 96°10'59"W.
Two Harbors, MN:		
Two Harbors Municipal Airport .....	lat. 47°03'02"N. ....	lat. 47°02'59"N.
	long. 91°44'40"W. ....	long. 91°44'44"W.
Waseca, MN:		
Waseca Municipal Airport .....	lat. 44°04'24"N. ....	lat. 44°04'25"N.
	long. 93°33'10"W. ....	long. 93°33'10"W.
Wheaton, MN:		
Wheaton Municipal Airport .....	lat. 45°46'48"N. ....	lat. 45°46'50"N.
	long. 96°32'40"W. ....	long. 96°32'36"W.
Willmar, MN:		
Willmar Municipal Airport-John L. Rice Field.	lat. 45°07'00"N. ....	lat. 45°07'00"N.
	long. 95°05'24"W. ....	long. 95°05'19"W.
Windom, MN:		
Windom Municipal Airport .....	lat. 43°54'48"N. ....	lat. 43°54'48"N.
	long. 95°06'37"W. ....	long. 95°06'33"W.
Bismark, ND:		
Bismark Municipal Airport .....	lat. 46°46'37"N., ....	lat. 46°46'27"N.,
	long. 100°45'03"W. ....	long. 100°44'51"W.
Fargo, ND:		
Fargo VORTAC .....	lat. 45°45'12"N., ....	lat. 46°45'12"N.,
	long. 96°51'03"W. ....	long. 96°51'04"W.
Minot, ND:		
Minot International Airport .....	lat. 48°15'34"N., ....	lat. 48°15'34"N.,
	long. 101°16'50"W. ....	long. 101°16'51"W.
Minot Air Force Base .....	lat. 48°24'57"N., ....	lat. 48°24'56"N.,
	long. 101°21'28"W. ....	long. 101°21'26"W.
Pembina, ND:		
Humbolt VORTAC .....	lat. 48°52'09"N., ....	lat. 48°52'09"N.,
	long. 97°07'03"W. ....	long. 97°07'00"W.
Rugby, ND:		
Rugby NDB .....	lat. 48°23'17"N. ....	lat. 48°23'16"N.
	long. 100°01'36"W. ....	long. 100°01'36"W.
Valley City, Barnes County Municipal Airport, ND:		
Barnes County Municipal Airport .....	lat. 46°56'30"N. ....	lat. 46°56'28"N.
	long. 98°00'54"W. ....	long. 98°01'02"W.

Cleveland, OH: Cleveland Hopkins DME Antenna .....	lat. 41°24'15"N., ..... long. 81°51'44"W. ....	lat. 41°24'01"N., ..... long. 81°52'03"W. ....
Toledo, OH: Toledo Express Airport .....	lat. 41°35'15"N. .... long. 83°48'19"W. ....	lat. 41°35'12"N. .... long. 83°48'28"W. ....
Youngstown Elser, OH: Youngstown Elser Metro Airport .....	lat. 40°57'37"N. .... long. 80°40'56"W. ....	lat. 40°57'37"N. .... long. 80°40'36"W. ....
Belle Fourche, SD: Belle Fourche Municipal Airport .....	lat. 44°44'28"N., ..... long. 103°51'40"W. ....	lat. 44°44'04"N., ..... long. 103°51'41"W. ....
Huron, SD: Huron Regional Airport .....	lat. 44°23'07"N., ..... long. 98°13'43"W. ....	lat. 44°23'07"N., ..... long. 98°13'44"W. ....
Rapid City, SD: Rapid City Regional Airport .....	lat. 44°02'43"N., ..... long. 103°03'24"W. ....	lat. 44°02'43"N., ..... long. 103°03'25"W. ....
Sioux Falls, SD: Joe Foss Field .....	lat. 43°38'53"N., ..... long. 96°44'29"W. ....	lat. 43°34'53"N., ..... long. 96°44'29"W. ....
Sioux Falls VORTAC .....	lat. 43°38'59"N., ..... long. 96°46'51"W. ....	lat. 43°38'58"N., ..... long. 96°46'51"W. ....
Watertown, SD: Watertown Municipal Airport .....	lat. 44°54'50"N., ..... long. 97°09'15"W. ....	lat. 44°54'50"N., ..... long. 97°09'16"W. ....
Camp Douglas, WI: Volk Field Airport .....	lat. 43°56'25"N., ..... long. 90°15'20"W. ....	lat. 43°56'18"N., ..... long. 90°16'06"W. ....
Chetek, WI: Rice Lake VOR/DME .....	lat. 45°28'33"N. .... long. 91°43'30"W. ....	lat. 45°28'47"N. .... long. 91°43'16"W. ....
Hartford, WI: Hartford Municipal Airport .....	lat. 43°20'55"N. .... long. 88°23'30"W. ....	lat. 43°20'58"N. .... long. 88°23'28"W. ....
Watertown, WI: Watertown Municipal Airport .....	lat. 43°10'17"N. .... long. 88°43'14"W. ....	lat. 43°10'11"N. .... long. 88°43'23"W. ....

#### FAA Region: New England

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Danielson, CT: Danielson Airport .....	lat. 41°49'10"N. .... long. 71°54'04"W. ....	lat. 41°49'11"N. .... long. 71°54'05"W. ....
Groton, CT: Groton-New London Airport .....	lat. 41°19'47"N. .... long. 72°02'49"W. ....	lat. 41°19'47"N. .... long. 72°02'44"W. ....
Brunswick, ME: Brunswick Naval Air Station .....	lat. 43°53'32"N., ..... long. 69°56'22"W. ....	lat. 43°53'32"N., ..... long. 69°56'21"W. ....
Frenchville, ME: Northern Aroostook Regional Airport .....	lat. 47°17'06"N., ..... long. 68°18'44"W. ....	lat. 47°17'08"N., ..... long. 68°18'48"W. ....
Frenchville NDB .....	lat. 47°16'09"N., ..... long. 68°15'25"W. ....	lat. 47°16'05"N., ..... long. 68°15'26"W. ....

Long Air Force Base .....	lat. 48°57'02"N., .....	lat. 48°57'01"N., .....
	long. 67°53'09"W. ....	long. 67°53'10"W. ....
Rockland, ME:		
Knox County Regional Airport .....	lat. 44°03'36"N. ....	lat. 44°03'37"N. ....
	long. 69°06'01"W. ....	long. 69°06'01"W. ....
Falmouth, MA:		
Otis Air National Guard Base .....	lat. 41°39'33"N., .....	lat. 41°39'30"N., .....
	long. 70°31'24"W. ....	long. 70°31'19"W. ....
Fort Devens, MA:		
Dickenson NDB .....	lat. 42°38'48"N., .....	lat. 42°38'46"N., .....
	long. 71°43'42"W. ....	long. 71°43'39"W. ....
Mansfield, MA:		
Mansfield Airport .....	lat. 42°00'03"N. ....	lat. 42°00'00"N. ....
	long. 71°11'56"W. ....	long. 71°11'50"W. ....
Mansfield NDB .....	lat. 42°00'09"N. ....	lat. 42°00'10"N. ....
	long. 71°11'48"W. ....	long. 71°11'51"W. ....
Plymouth, MA:		
Plymouth Airport .....	lat. 41°54'35"N. ....	lat. 41°54'35"N. ....
	long. 70°43'45"W. ....	long. 70°43'46"W. ....
Portsmouth, NH:		
Pease International Tradeport .....	lat. 43°04'39"N., .....	lat. 43°04'40"N., .....
	long. 70°49'26"W. ....	long. 70°49'26"W. ....
Block Island, RI:		
Block Island NDB (BID) .....	lat. 41°09'58"N. ....	lat. 41°09'58"N. ....
	long. 71°34'46"W. ....	long. 71°34'48"W. ....
Westerly, RI:		
Westerly NDB (RLS) .....	lat. 41°20'42"N. ....	lat. 41°20'40"N. ....
	long. 71°48'55"W. ....	long. 71°48'53"W. ....

#### FAA Region: Northwest Mountain

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Akron, CO:		
Akron-Washington County Airport .....	lat. 40°10'18"N. ....	lat. 40°10'32"N. ....
	long. 103°12'54"W. ....	long. 103°13'18"W. ....
Eagle, CO:		
Eagle County Regional Airport .....	lat. 39°38'37"N., .....	lat. 39°38'33"N., .....
	long. 106°54'50"W. ....	long. 106°55'02"W. ....
Steamboat Springs, CO:		
Steamboat Springs/Bob Adams Field .....	lat. 40°30'55"N. ....	lat. 40°30'57"N. ....
	long. 106°51'54"W. ....	long. 106°51'56"W. ....
Jerome, ID:		
Jerome County Airport .....	lat. 42°43'36"N. ....	lat. 42°43'36"N. ....
	long. 114°27'22"W. ....	long. 114°27'23"W. ....
Mountain Home, ID:		
Mountain Home Air Force Base .....	lat. 43°02'37"N. ....	lat. 43°02'37"N. ....
	long. 115°52'15"W. ....	long. 115°52'18"W. ....
Billings, MT:		
Billings Logan International Airport .....	lat. 45°48'29"N., .....	lat. 45°48'30"N., .....
	long. 108°32'25"W. ....	long. 108°32'35"W. ....
Glendive, MT:		
Dawson Community Airport .....	lat. 47°08'16"N., .....	lat. 47°08'19"N., .....
	long. 104°48'18"W. ....	long. 104°48'24"W. ....
Miles City, MT:		
Horton NDB .....	lat. 46°24'44"N., .....	lat. 46°24'44"N., .....
	long. 105°56'15"W. ....	long. 105°56'16"W. ....

Blanding NDB .....	long. 109°29'31"W. ....	long. 109°29'32"W.
Moses Lake, WA:		
Fairchild Air Force Base .....	lat. 47°36'55"N., ....	lat. 47°36'54"N.,
	long. 117°39'20"W. ....	long. 117°39'25"W.
Spokane, WA:		
Fairchild Air Force Base .....	lat. 47°36'55"N., ....	lat. 47°36'54"N.,
	long. 117°39'17"W. ....	long. 117°39'25"W.
Wenatchee, WA:		
Fancher Field .....	lat. 47°26'55"N., ....	lat. 47°27'00"N.,
	long. 120°16'40"W. ....	long. 120°17'00"W.
Newcastle, WY:		
Ellsworth Air Force Base .....	lat. 44°08'45"N., ....	lat. 44°08'42"N.,
	long. 103°06'15"W. ....	long. 103°06'11"W.
Powell, WY:		
Powell Municipal Airport .....	lat. 44°52'10"N., ....	lat. 44°52'05"N.,
	long. 108°47'06"W. ....	long. 108°47'32"W.
Powell NDB .....	lat. 44°51'52"N., ....	lat. 44°52'01"N.,
	long. 108°47'06"W. ....	long. 108°47'08"W.

#### FAA Region: FAA Region: Southern

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Albertville, AL:		
Albertville Municipal Airport-Thomas J. Brumlik Field.	lat. 34°13'45"N. ....	lat. 34°13'44"N.
	long. 86°15'21"W. ....	long. 86°15'21"W.
Fort Payne, AL:		
Isbell Field Airport .....	lat. 34°28'20"N., ....	lat. 34°28'22"N.,
	long. 85°43'25"W. ....	long. 85°43'20"W.
Bonifay, FL:		
Tri-County Airport .....	lat. 30°50'45"N., ....	lat. 30°50'43"N.,
	long. 85°36'05"W. ....	long. 85°36'06"W.
Choctaw Outlying Field, FL:		
OLF Choctaw Airport .....	lat. 30°30'26"N., ....	lat. 30°30'00"N.,
	long. 86°57'20"W. ....	long. 86°57'00"W.
Cross City, FL:		
Cross City Airport .....	lat. 29°38'03"N. ....	lat. 29°38'04"N.
	long. 83°06'22"W. ....	long. 83°06'21"W.
Jacksonville, FL:		
Jacksonville Naval Air Station .....	lat. 30°14'06"N., ....	lat. 30°14'04"N.,
	long. 81°40'30"W. ....	long. 81°40'36"W.
Cecil Field Naval Air Station .....	lat. 30°13'00"N., ....	lat. 30°12'58"N.,
	long. 81°52'30"W. ....	long. 81°52'30"W.
Mayport Naval Air Station .....	lat. 30°23'30"N., ....	lat. 30°23'30"N.,
	long. 81°25'24"W. ....	long. 81°25'26"W.
Whitehouse NOLF .....	lat. 30°21'00"N., ....	lat. 30°21'00"N.,
	long. 81°52'00"W. ....	long. 81°53'00"W.
Jupiter, FL:		
Gwinn Airport .....	lat. 26°54'28"N., ....	lat. 26°54'29"N.,
	long. 80°19'15"W. ....	long. 80°19'45"W.
Key West, FL:		
Key West Naval Air Station (Boca Chica).	lat. 24°34'30"N., ....	lat. 24°34'31"N.,
	long. 81°21'24"W. ....	long. 81°41'21"W.
Lake Wales, FL:		
Lake Wales Municipal Airport .....	lat. 27°53'37"N., ....	lat. 27°53'37"N.,
	long. 21°37'14"W. ....	long. 81°37'14"W.

Homestead Air Force Base .....	lat. 25°29'15"N., .....	lat. 25°29'17"N.,
	long. 80°23'00"W. ....	long. 80°23'02"W.
Fort Lauderdale-Hollywood International Airport.	lat. 26°04'19"N., .....	lat. 26°04'20"N.,
	long. 80°09'13"W. ....	long. 80°09'11"W.
Milton, FL:		
OLF Santa Rosa (Navy) Airport .....	lat. 30°36'00"N., .....	lat. 30°36'00"N.,
	long. 86°56'00"W. ....	long. 86°57'00"W.
Orlando, FL:		
Kissimmee Municipal Airport .....	lat. 28°17'23"N. ....	lat. 28°17'23"N.
	long. 81°26'14"W. ....	long. 81°26'15"W.
Panama City, FL:		
Tyndall Air Force Base .....	lat. 30°04'12"N., .....	lat. 30°04'11"N.,
	long. 85°34'36"W. ....	long. 85°34'34"W.
Pensacola, FL:		
Forrest Sherman Field .....	lat. 30°21'12"N., .....	lat. 30°21'10"N.,
	long. 87°19'12"W. ....	long. 87°19'13"W.
Naval Air Station Pensacola TACAN .....	lat. 30°21'30"N., .....	lat. 30°21'29"N.,
	long. 87°19'00"W. ....	long. 87°19'00"W.
Sanford, FL:		
Central Florida Regional Airport .....	lat. 28°46'43"N. ....	lat. 28°46'43"N.
	long. 81°14'17"W. ....	long. 81°14'19"W.
Tallahassee, FL:		
Tallahassee Regional Airport .....	lat. 30°23'45"N., .....	lat. 30°23'47"N.,
	long. 84°21'02"W. ....	long. 84°21'02"W.
Vero Beach, FL:		
St. Lucie County International Airport ....	lat. 27°29'41"N. ....	lat. 27°29'41"N.
	long. 80°22'08"W. ....	long. 80°22'07"W.
Atlanta, GA:		
Dobbins Air Force Base .....	lat. 33°54'54"N., .....	lat. 33°54'55"N.,
	long. 84°31'00"W. ....	long. 84°30'59"W.
Macon, GA:		
Robins Air Force Base .....	lat. 32°38'24"N., .....	lat. 32°38'24"N.,
	long. 83°35'30"W. ....	long. 83°35'31"W.
Montezuma, GA:		
Dr. CP Savage Sr. Airport .....	lat. 32°18'15"N., .....	lat. 32°18'06"N.,
	long. 84°00'27"W. ....	long. 84°00'27"W.
Savannah, GA:		
Savannah International Airport .....	lat. 32°07'39"N., .....	lat. 32°07'38"N.,
	long. 81°12'09"W. ....	long. 81°12'09"W.
Hunter Army Air Field .....	lat. 32°00'36"N., .....	lat. 32°00'34"N.,
	long. 81°08'48"W. ....	long. 81°08'45"W.
Thomaston, GA:		
Reginald Grant Memorial Airport .....	lat. 32°56'26"N., .....	lat. 32°56'26"N.,
	long. 84°20'25"W. ....	long. 84°20'26"W.
Covington, KY:		
Cincinnati Municipal Airport-Lunken Field.	lat. 39°06'12"N. ....	lat. 39°06'12"N.
	long. 84°25'06"W. ....	long. 84°25'08"W.
Clermont County Airport .....	lat. 39°04'42"N. ....	lat. 39°04'41"N.
	long. 84°12'38"W. ....	long. 84°12'38"W.
Louisville, KY:		
Standiford Field Airport .....	lat. 39°10'29"N., .....	lat. 38°10'29"N.,
	long. 85°44'11"W. ....	long. 85°44'11"W.
Murray, KY:		
Kyle-Oakley Field Airport .....	lat. 36°39'53"N. ....	lat. 36°39'56"W.
	long. 88°22'20"W. ....	long. 88°22'16"W.
Calloway NDB .....	lat. 36°39'49"N. ....	lat. 36°39'47"N.
	long. 88°22'06"W. ....	long. 88°22'05"W.



Grenada, MS:		
Grenada Municipal Airport .....	lat. 33°49'54"N., .....	lat. 33°49'57"N., .....
	long. 89°47'52"W. ....	long. 89°47'53"W. ....
Gulfport, MS:		
Kessler Air Force Base .....	lat. 30°24'42"N., .....	lat. 30°24'40"N., .....
	long. 88°55'24"W. ....	long. 88°55'25"W. ....
Meridian, MS:		
Joe Williams OLF .....	lat. 32°47'33"N., .....	lat. 32°47'46"N., .....
	long. 88°49'40"W. ....	long. 88°49'54"W. ....
Meridian Naval Air Station .....	lat. 32°33'06"N., .....	lat. 32°33'07"N., .....
	long. 88°33'18"W. ....	long. 88°33'20"W. ....
Cherry Point, NC:		
Cherry Point Marine Corps Air Station ...	lat. 34°54'12"N., .....	lat. 34°54'09"N., .....
	long. 76°52'54"W. ....	long. 76°52'53"W. ....
Fayetteville, NC:		
Fayetteville Regional/Grannis Field .....	lat. 34°59'26"N., .....	lat. 34°59'29"N., .....
	long. 78°52'50"W. ....	long. 78°52'49"W. ....
Pope Air Force Base .....	lat. 35°09'58"N., .....	lat. 35°10'15"N., .....
	long. 79°01'03"W. ....	long. 79°00'23"W. ....
Greensboro, NC:		
Greensboro/Piedmont Triad International Airport.	lat. 36°05'47"N., .....	lat. 36°05'51"N., .....
	long. 79°56'21"W. ....	long. 79°56'15"W. ....
Hickory, NC:		
Hickory Regional Airport .....	lat. 35°44'30"N., .....	lat. 35°44'28"N., .....
	long. 81°23'20"W. ....	long. 81°23'23"W. ....
Jacksonville, NC:		
New River Marine Corps Air Station .....	lat. 34°42'30"N., .....	lat. 34°42'38"N., .....
	long. 77°26'30"W. ....	long. 77°26'22"W. ....
Lincolnton, NC:		
Lincolnton County Airport .....	lat. 35°29'01"N. ....	lat. 35°29'01"N. ....
	long. 81°09'39"W. ....	long. 81°09'40"W. ....
Mackall Army Air Field, NC:		
Mackall Army Air Field .....	lat. 35°02'12"N., .....	lat. 35°02'11"N., .....
	long. 79°29'54"W. ....	long. 79°29'52"W. ....
Mackall NDB .....	lat. 35°01'42"N., .....	lat. 35°01'40"N., .....
	long. 79°29'12"W. ....	long. 79°29'09"W. ....
Oak Grove, NC:		
Oak Grove HOLF (Navy) .....	lat. 35°01'15"N., .....	lat. 35°02'00"N., .....
	long. 77°15'12"W. ....	long. 77°15'00"W. ....
Raleigh, NC:		
Raleigh-Durham International Airport .....	lat. 35°52'39"N. ....	lat. 35°52'39"N. ....
	long. 78°47'15"W. ....	long. 78°47'16"W. ....
Horace Williams Airport .....	lat. 35°56'05"N. ....	lat. 35°56'06"N. ....
	long. 79°04'02"W. ....	long. 79°03'58"W. ....
Salisbury, NC:		
Rowan County Airport .....	lat. 35°38'39"N., .....	lat. 35°38'45"N., .....
	long. 80°31'16"W. ....	long. 80°31'14"W. ....
Tarboro, NC:		
Tarboro-Edgecombe Airport .....	lat. 35°56'13"N. ....	lat. 35°56'11"N. ....
	long. 77°32'49"W. ....	long. 77°32'49"W. ....
Anderson, SC:		
Anderson County Airport .....	lat. 34°29'42"N., .....	lat. 34°29'41"N., .....
	long. 82°42'33"W. ....	long. 82°42'33"W. ....
Greenville, SC:		
Greenville-Spartanburg Airport .....	lat. 34°53'47"N., .....	lat. 34°53'56"N., .....
	long. 82°13'07"W. ....	long. 82°12'50"W. ....
Pageland, SC:		
Pageland Airport .....	lat. 34°44'32"N., .....	lat. 34°44'32"N., .....
	long. 80°24'43"W. ....	long. 80°20'32"W. ....

McMinnville, TN:	long. 89°55'15"W. ....	long. 89°55'14"W.
Warri NDB .....	lat. 35°45'07"N., ..... long. 85°45'51"W. ....	lat. 35°45'08"N., ..... long. 85°45'51"W.
Memphis, TN:		
Memphis International Airport .....	lat. 35°02'51"N. .... long. 89°58'43"W. ....	lat. 35°02'45"N. .... long. 89°58'41"W.
Memphis Naval Air Station, TN:		
Memphis Naval Air Station .....	lat. 35°21'19"N., ..... long. 89°52'09"W. ....	lat. 35°21'19"N., ..... long. 89°52'08"W.
Nashville, TN:		
Nashville International Airport .....	lat. 36°07'37"N., ..... long. 86°40'53"W. ....	lat. 36°07'31"N., ..... long. 86°40'35"W.
Sumner County Regional Airport .....	lat. 36°22'37"N. .... long. 86°24'31"W. ....	lat. 36°22'36"N. .... long. 86°24'32"W.
Portland, TN:		
Portland Municipal Airport .....	lat. 36°35'39"N. .... long. 86°28'36"W. ....	lat. 36°35'34"N. .... long. 86°28'37"W.
Selmer, TN:		
Robert Sibley Airport .....	lat. 35°12'17"N., ..... long. 88°29'56"W. ....	lat. 35°12'14"N., ..... long. 88°29'55"W.
Sibley NDB .....	lat. 35°14'15"N., ..... long. 88°31'03"W. ....	lat. 35°14'13"N., ..... long. 88°30'58"W.
Tri-City, TN:		
Virginia Highlands Airport .....	lat. 36°41'10"N. .... long. 82°02'06"W. ....	lat. 36°41'13"N. .... long. 82°02'01"W.
Waverly, TN:		
Humphreys County Airport .....	lat. 36°07'02"N., ..... long. 87°44'17"W. ....	lat. 36°07'00"N., ..... long. 87°44'17"W.

### FAA Region: Southwest

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Arkadelphia, AR:		
Arkadelphia Municipal Airport .....	lat. 34°06'03"N. .... long. 93°03'54"W. ....	lat. 34°05'59"N. .... long. 93°03'57"W.
Blytheville, AR:		
Eaker Air Force Base .....	lat. 35°57'51"N., ..... long. 89°56'36"W. ....	lat. 35°57'51"N., ..... long. 89°56'45"W.
Harrison, AR:		
Boone County Localizer .....	lat. 36°16'08"N. .... long. 93°09'18"W. ....	lat. 36°16'09"N. .... long. 93°09'18"W.
Little Rock, AR:		
Adams Field .....	lat. 34°43'48"N. .... long. 92°13'27"W. ....	lat. 34°43'44"N. .... long. 92°13'28"W.
Alexandria, LA:		
England Air Force Base .....	lat. 31°19'38"N., ..... long. 92°17'44"W. ....	lat. 31°19'27"N., ..... long. 92°32'49"W.
Patterson, LA:		
Patterson RBN .....	lat. 29°42'52"N., ..... long. 91°29'12"W. ....	lat. 29°42'52"N., ..... long. 91°20'12"W.
Albuquerque, NM:		
Double Eagle II Airport .....	lat. 35°08'42"N. .... long. 106°47'41"W. ....	lat. 35°08'42"N. .... long. 106°47'40"W.
Truth or Consequences, NM:		
Truth or Consequences Municipal Airport .....	lat. 33°14'07"N. .... long. 107°16'08"W. ....	lat. 33°14'10"N. .... long. 107°16'13"W.

Woodring Municipal Airport .....	lat. 36°20'42"N., .....	lat. 36°22'45"N., .....
	long. 97°47'27"W. ....	long. 97°47'27"W. ....
Lawton, OK:		
Henry Post Army Air Field .....	lat. 34°39'03"N., .....	lat. 34°39'00"N., .....
	long. 98°24'00"W. ....	long. 98°24'06"W. ....
Oklahoma City, OK:		
Tinker Air Force Base .....	lat. 35°25'06"N., .....	lat. 35°25'06"N., .....
	long. 97°22'60"W. ....	long. 97°23'20"W. ....
University of Oklahoma Westheimer Airpark. ....	lat. 35°15'00"N., .....	lat. 35°14'44"N., .....
	long. 97°27'60"W. ....	long. 97°28'19"W. ....
Shawnee, OK:		
Shawnee Municipal Airport .....	lat. 35°16'26"N., .....	lat. 35°21'16"N., .....
	long. 96°40'29"W. ....	long. 96°56'33"W. ....
Seminole Municipal Airport .....	lat. 35°16'23"N., .....	lat. 35°16'26"N., .....
	long. 96°40'28"W. ....	long. 96°40'29"W. ....
Prague Municipal Airport .....	lat. 35°28'45"N., .....	lat. 35°28'55"N., .....
	long. 96°43'06"W. ....	long. 96°43'06"W. ....
Prague RBN .....	lat. 35°31'00"N., .....	lat. 35°31'00"N., .....
	long. 96°43'00"W. ....	long. 96°43'06"W. ....
Tilghman RBN .....	lat. 35°43'10"N., .....	lat. 35°43'20"N., .....
	long. 96°49'06"W. ....	long. 96°49'06"W. ....
Tulsa, OK:		
William R. Pogue Municipal .....	lat. 36°10'22"N. ....	lat. 36°10'31"N. ....
	long. 96°09'05"W. ....	long. 96°09'06"W. ....
Alice, TX:		
Orange Grove NALF .....	lat. 27°54'00"N., .....	lat. 27°54'03"N., .....
	long. 98°03'00"W. ....	long. 98°03'05"W. ....
Beeville, TX:		
Chase Field Naval Air Station .....	lat. 28°21'55"N., .....	lat. 28°21'33"N., .....
	long. 97°39'16"W. ....	long. 97°39'38"W. ....
Brownsville, TX:		
Brownsville/South Padre Island International. ....	lat. 25°54'23"N., .....	lat. 24°54'24"N., .....
	long. 97°25'32"W. ....	long. 97°25'33"W. ....
Brownwood, TX:		
Brownwood Localizer .....	lat. 31°47'03"N. ....	lat. 31°47'04"N. ....
	long. 98°57'16"W. ....	long. 98°57'16"W. ....
Corpus Christi, TX:		
Corpus Christi Naval Air Station .....	lat. 27°41'35"N., .....	lat. 27°42'00"N., .....
	long. 97°17'26"W. ....	long. 97°17'00"W. ....
Nueces County Airport .....	lat. 27°46'41"N., .....	lat. 27°46'41"N., .....
	long. 97°41'27"W. ....	long. 97°41'24"W. ....
Dallas Fort Worth, TX:		
Phil L. Hudson Localizer .....	lat. 32°44'20"N. ....	lat. 32°44'20"N. ....
	long. 96°31'39"W. ....	long. 96°31'49"W. ....
Lancaster Airport .....	lat. 32°34'40"N., .....	lat. 32°34'45"N., .....
	long. 96°43'16"W. ....	long. 96°43'08"W. ....
Lancaster RBN .....	lat. 32°34'40"N., .....	lat. 32°34'39"N., .....
	long. 96°43'16"W. ....	long. 96°43'17"W. ....
Dallas/Ft. Worth VORTAC .....	lat. 32°50'51"N., .....	lat. 32°51'57"N., .....
	long. 96°51'42"W. ....	long. 97°01'40"W. ....
Fort Worth Spinks Airport .....	lat. 32°34'30"N., .....	lat. 32°33'51"N., .....
	long. 97°18'34"W. ....	long. 97°18'34"W. ....
Del Rio, TX:		
Laughlin Air Force Base .....	lat. 29°21'34"N., .....	lat. 29°21'35"N., .....
	long. 100°46'38"W. ....	long. 100°46'38"W. ....
Eagle Lake, TX:		
Eagle Lake VOR/DME .....	lat. 29°39'45"N., .....	lat. 29°39'45"N., .....
	long. 96°18'59"W. ....	long. 96°19'00"W. ....

Ennis, TX:		
Ennis Municipal Airport .....	lat. 32°19'43"N. ....	lat. 32°19'42"N.
	long. 96°39'47"W. ....	long. 96°39'48"W.
George West, TX:		
Live Oak County Airport .....	lat. 28°21'48"N., ....	lat. 28°21'45"N.,
	long. 98°06'59"W. ....	long. 98°06'58"W.
Guthrie, TX:		
6666 Ranch Airport .....	lat. 33°38'28"N. ....	lat. 33°38'28"N.
	long. 100°21'18"W. ....	long. 100°20'50"W.
Haskell, TX:		
Haskell RBN .....	lat. 23°11'27"N., ....	lat. 33°11'27"N.,
	long. 99°43'11"W. ....	long. 99°43'11"W.
Houston, TX:		
Covey Trails Airport .....	lat. 29°41'00"N., ....	lat. 29°41'23"N.,
	long. 95°50'00"W. ....	long. 95°50'22"W.
Huntsville, TX:		
Huntsville RBN .....	lat. 30°44'26"N. ....	lat. 30°44'26"N.
	long. 95°35'26"W. ....	long. 95°35'27"W.
Killeen, TX:		
Robert Gray Army Air Field .....	lat. 31°04'01"N. ....	lat. 31°03'53"N.
	long. 97°49'43"W. ....	long. 97°49'39"W.
Hood Army Air Field .....	lat. 31°08'17"N. ....	lat. 31°08'15"N.
	long. 97°42'51"W. ....	long. 97°42'50"W.
Gray VOR/DME .....	lat. 31°01'58"N. ....	lat. 31°01'58"N.
	long. 97°48'48"W. ....	long. 97°48'49"W.
Kingsville, TX:		
Kingsville Naval Air Station .....	lat. 27°30'15"N., ....	lat. 27°30'25"N.,
	long. 97°48'29"W. ....	long. 97°48'34"W.
Laredo, TX:		
Rancho Blanco Airport .....	lat. 27°18'29"N., ....	lat. 27°18'30"N.,
	long. 99°25'02"W. ....	long. 99°28'52"W.
Midland, TX:		
Midland International Airport .....	lat. 31°57'33"N. ....	lat. 31°56'33"N.
	long. 102°12'18"W. ....	long. 102°12'05"W.
Mineral Wells, TX:		
Mineral Wells RBN .....	lat. 32°42'06"N. ....	lat. 32°47'06"N.
	long. 98°03'25"W. ....	long. 98°03'25"W.
Nacogdoches, TX:		
A.L. Mangham Jr. Regional Airport .....	lat. 31°34'40"N. ....	lat. 31°34'40"N.
	long. 94°42'34"W. ....	long. 94°42'33"W.
Newgulf, TX:		
Newgulf Airport .....	lat. 29°16'23"N., ....	lat. 29°16'35"N.,
	long. 95°53'12"W. ....	long. 95°53'15"W.
Eagle Lake VORTAC .....	lat. 29°39'44"N., ....	lat. 29°39'45"N.,
	long. 96°19'01"W. ....	long. 96°19'00"W.
Rockport, TX:		
San Jose Island Airport .....	lat. 27°56'30"N., ....	lat. 27°56'39"N.,
	long. 96°59'30"W. ....	long. 96°59'03"W.
Rocksprings, Edwards County Airport, TX:		
Edwards County Airport .....	lat. 29°56'48"N. ....	lat. 29°56'48"N.
	long. 100°10'24"W. ....	long. 100°10'25"W.
Rosanky, TX:		
Double D Ranch Airport .....	lat. 29°52'36"N. ....	lat. 29°52'24"N.
	long. 97°17'23"W. ....	long. 97°17'17"W.
San Antonio, TX:		
San Antonio VORTAC .....	lat. 29°38'38"N., ....	lat. 29°38'38"N.,
	long. 98°27'49"W. ....	long. 98°27'40"W.
Randolph VOR .....	lat. 29°31'08"N., ....	lat. 29°31'08"N.,
	long. 98°17'06"W. ....	long. 98°17'05"W.

Stamford, TX:		
Arledge Field .....	lat. 32°54'37"N., .....	lat. 32°54'36"N.,
	long. 99°44'01"W. ....	long. 99°44'02"W.
Stamford RBN .....	lat. 32°52'07"N., .....	lat. 32°52'07"N.,
	long. 99°33'58"W. ....	long. 99°43'58"W.
Wharton, TX:		
Wharton RBN .....	lat. 29°15'17"N., .....	lat. 29°15'13"N.,
	long. 96°09'11"W. ....	long. 96°09'17"W.
Winters, TX:		
Winters RBN .....	lat. 31°56'45"N. ....	lat. 31°57'12"N.
	long. 99°59'13"W. ....	long. 99°59'00"W.

### FAA Region: Western-Pacific

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Page, AZ:		
Page Municipal Airport .....	lat. 36°55'29"N., .....	lat. 36°55'34"N.,
	long. 111°27'00"W. ....	long. 111°26'52"W.
Phoenix Sky Harbor International Airport, AZ:		
Williams Air Force Base .....	lat. 33°18'36"N. ....	lat. 33°18'36"N.
	long. 111°39'22"W. ....	long. 111°39'20"W.
San Carlos, AZ:		
Williams Air Force Base .....	lat. 33°18'27"N., .....	lat. 33°18'36"N.,
	long. 111°39'21"W. ....	long. 111°39'22"W.
Arcata, CA:		
Abeta NDB .....	lat. 40°57'53"N., .....	lat. 40°57'53"N.,
	long. 124°05'52"W. ....	long. 124°05'51"W.
Camp Pendelton, CA:		
Camp Pendelton TACAN .....	lat. 33°18'06"N., .....	lat. 33°8'04"N.,
	long. 117°21'06"W. ....	long. 117°21'03"W.
Sacramento, CA:		
McClellan Air Force Base .....	lat. 38°39'35"N. ....	lat. 38°40'04"N.
	long. 121°23'58"W. ....	long. 121°23'58"W.
Mather Air Force Base .....	lat. 38°32'53"N. ....	lat. 38°33'23"N.
	long. 121°18'23"W. ....	long. 121°17'44"W.
San Francisco, CA:		
Alameda Naval Air Station .....	lat. 37°47'21"N., .....	lat. 37°47'26"N.,
	long. 122°19'10"W. ....	long. 122°19'28"W.
Guam Island, GU:		
Anderson Air Force Base .....	lat. 13°35'18"N., .....	lat. 13°34'52"N.,
	long. 144°55'30"E. ....	long. 144°58'28"E.
Rota International Airport, GU .....	lat. 14°10'30"N., .....	lat. 14°10'24"N.,
	long. 145°14'30"E. ....	long. 145°14'20"E.
Saipan RBN .....	lat. 15°06'48"N., .....	lat. 15°06'46"N.,
	long. 145°42'42"E. ....	long. 145°42'42"E.
Nimitz VORTAC .....	lat. 13°27'16"N., .....	lat. 13°27'11"N.,
	long. 144°43'59"E. ....	long. 144°43'51"E.
Saipan International Airport .....	lat. 15°07'18"N., .....	lat. 15°07'13"N.,
	long. 145°44'00"E. ....	long. 145°43'49"E.
Barking Sands, HI:		
Barking Sands PMRF Airport .....	lat. 22°01'18"N., .....	lat. 22°01'29"N.,
	long. 159°47'12"W. ....	long. 159°47'22"W.
Barking Sands TACAN .....	lat. 22°02'18"N., .....	lat. 22°02'27"N.,
	long. 159°47'06"W. ....	long. 159°47'17"W.

Honolulu International Airport .....	lat. 21°19'06"N., .....	lat. 21°19'19"N.,
	long. 157°55'24"W. ....	long. 157°55'31"W.
Barbers Point Naval Air Station .....	lat. 21°18'35"N., .....	lat. 21°18'32"N.,
	long. 158°04'27"W. ....	long. 158°04'30"W.
Honolulu VORTAC .....	lat. 21°18'30"N., .....	lat. 21°18'41"N.,
	long. 157°55'48"W. ....	long. 157°55'59"W.
Honolulu, Wheeler Air Force Base, HI:		
Koko Head VORTAC .....	lat. 21°15'54"N. ....	lat. 21°16'06"N.
	long. 157°42'12"W. ....	long. 157°42'21"W.
Lihue, HI:		
Lihue Airport .....	lat. 21°58'45"N. ....	lat. 21°58'45"N.
	long. 159°20'29"W. ....	long. 159°20'30"W.
Waimea-Kohala, HI:		
Waimea-Kohala Airport .....	lat. 20°00'06"N. ....	lat. 20°00'16"N.
	long. 155°40'15"W. ....	long. 155°40'15"W.
Indian Springs, NV:		
Indian Springs Air Force Auxiliary Field	lat. 36°34'59"N., .....	lat. 36°35'14"N.,
	long. 115°40'32"W. ....	long. 115°40'21"W.
Mercury, NV:		
Desert Rock Airport .....	lat. 36°39'16"N., .....	lat. 36°37'10"N.,
	long. 116°00'54"W. ....	long. 116°01'55"W.

#### Class D Airspace Areas

In NPRM Number 92-5, the FAA proposed to amend Subpart D of FAA Order 7400.9, which becomes effective September 16, 1993, by establishing Tucson, Ryan Field, Arizona; Mojave Airport, California; and Whiteman, California, as Class D airspace areas. No comments were received on this proposal.

Airspace Docket Number 90-AWP-11 established a control zone at Tucson, Ryan Field, Arizona; therefore the FAA will adopt the airspace area for Tucson, Ryan Field, Arizona, by amending § 171 of FAA Handbook 7400.7 and Subpart D of FAA Order 7400.9, which becomes effective September 16, 1993.

The FAA will adopt the proposed Class D airspace areas for Mojave Airport, California, and Whiteman, California, as proposed by amending Subpart D in FAA Order 7400.9, which is effective September 16, 1993.

NPRM Number 92-5 also proposed to replace the El Toro, California Special Air Traffic Rules Area with Class D airspace. The FAA received no comments on this proposal. The FAA will establish the El Toro, California, Class D airspace area as proposed by amending Subpart D of FAA Order 7400.9, which becomes effective September 16, 1993.

#### TCAs and ARSAs

NPRM Number 92-5 proposed modifications to certain TCAs and ARSAs. These changes were generally minor in nature and update the airspace descriptions. No comments were received on these proposed modifications.

With the exception of the modifications listed below, the FAA will revise the following TCAs as proposed. TCAs are published in § 71.401 of FAA Handbook 7400.7. The descriptions of the TCAs listed in this document will be published subsequently in the Handbook. The FAA also adopts the proposal to amend the corresponding Class B airspace areas in Subpart B of FAA Order 7400.9, which becomes effective September 16, 1993.

#### FAA Region: Central

Kansas City, MO

**FAA Region: Southern**

Atlanta, GA

Memphis, TN

**FAA Region: Southwest**

Houston, TX

**FAA Region: Western-Pacific**

Phoenix, Arizona

San Francisco, CA

Las Vegas, NV

The FAA adopts as proposed the TCA descriptions for the areas listed below, with minor modifications and technical corrections. Because this action does not change the boundaries and configuration of controlled airspace, with respect to these areas it is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

Revisions to proposed airspace areas by including technical corrections and airspace changes:

**FAA Region: Eastern**

*Washington Tri-Area, DC:* The airspace description is revised by replacing the phrase "northwest of the Manassas Municipal/Harry P. Davis Field" to "northeast of the Manassas Municipal/Harry P. Davis Field."

**FAA Region: Great Lakes**

*Chicago, O'Hare International Airport, IL:* The airspace description is revised by changing name of the "Chicago International Airport" to the "Chicago-O'Hare International Airport" and by clarifying that the airspace in Area B excludes the airspace in Area A.

*Minneapolis, MN:* The airspace description is revised by changing the name of "Minneapolis-St. Paul International Airport" to "Minneapolis-St. Paul International (Wold-Chamberlain) Airport."

**FAA Region: Southern**

*Charlotte, NC:* The airspace description is revised by replacing all references to the "Charlotte VOR" with the "Charlotte VOR/DME."

**FAA Region: Southwest**

*New Orleans, LA:* Area C of the airspace description is revised by replacing the reference to "Sellers Field Runway 16/34 extended centerline" with "St. Charles Airport 17/35 extended centerline."

**FAA Region: Western-Pacific**

*Los Angeles, CA:* The airspace description is revised by replacing references to the Ontario VORTAC with Paradise VORTAC and by ensuring that the southwestern corner of Area F matches the current lines on visual aeronautical charts. Due to more sophisticated charting methods, if the airspace description is not revised, the lines on the chart will move.

*San Diego, CA:* Area F of the airspace description is revised by replacing the reference to the "interchange of I-5 and I-805" with the "interchange of I-8 and I-805."

*Honolulu, HI:* Area D of the airspace description is revised by replacing the phrase "then northeast on the Honolulu VORTAC 146° radial to 5 miles" with "then northwest on the Honolulu VORTAC 146° radial to 5 miles."

Revisions to proposed airspace areas by updating a geographic position:

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Denver, CO:		
Denver VORTAC .....	lat. 39°48'02"N., .....	lat. 39°48'02"N.,
	long. 104°53'12"W. ....	long. 104°53'13"W.

#### FAA Region: Southern

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Miami, FL:		
Biscayne Bay VORTAC .....	lat. 25°40'17"N., .....	lat. 25°40'18"N.,
	long. 80°10'40"W. ....	long. 80°10'40"W.

With the exception of the modifications listed below, the FAA will revise the following ARSAs as proposed. ARSAs are published in Section 71.501 of FAA Handbook 7400.7. The ARSAs listed in this document will be published subsequently in the Handbook. The FAA also adopts the proposal to amend the corresponding Class C airspace areas in Subpart C of FAA Order 7400.9, which becomes effective September 16, 1993.

#### FAA Region: Central

Cedar Rapids, IA

Omaha, NE

#### FAA Region: Eastern

Atlantic City, NJ  
Buffalo, NY

Rochester, NY  
Syracuse, NY

Norfolk, VA  
Roanoke, VA

#### FAA Region: Great Lakes

Champaign-Urbana, IL  
Moline, IL  
Peoria, IL  
Indianapolis, IN

South Bend, IN  
Lansing, MI  
Akron, OH  
Columbus, OH

Dayton, OH  
Green Bay, WI  
Milwaukee, WI

#### FAA Region: New England

Providence, RI

#### FAA Region: Northwest Mountain

Colorado Springs, CO  
Portland, OR

Spokane, Fairchild Air Force  
Base, WA

Whidbey Island, WA

#### FAA Region: Southern

Mobile, AL  
Huntsville, AL  
Fort Lauderdale, FL  
Palm Beach, FL  
Tallahassee, FL

Milton Naval Air Station,  
Whiting Field, FL  
Savannah, GA  
Covington, KY  
Columbus, MS  
Jackson, MS

Pope Air Force Base, NC  
Columbia, SC  
Greer, SC  
Shaw Air Force Base, SC  
Chattanooga, TN



Force Base, AZ	Oakland, CA	Metropolitan Airport, CA
Tucson, Tucson International	Riverside, March Air Force	Santa Ana, CA
Airport, AZ	Base, CA	Santa Barbara, CA
El Toro, CA	Sacramento, Mather Air Force	Kahului, HI
Fresno, CA	Base, CA	Reno, NV
Marysville, Beale Air Force	Sacramento, McClellan Air	
Base, CA	Force Base, CA	

The FAA adopts as proposed the ARSA descriptions listed below, with minor modifications and technical corrections. Because this action does not change the boundaries and configuration of controlled airspace, with respect to these areas it is insignificant in nature and impact and inconsequential to the industry and public. Therefore, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

Revisions to proposed airspace areas by including clean up items and airspace changes:

**FAA Region: Central**

*Offutt Air Force Base, NE:* The airspace description is revised by changing the name of "South Omaha (Papillion) Airport" to "South Omaha Airport."

**FAA Region: Great Lakes**

*Evansville, IN:* The airspace description is revised by replacing the name "Evansville Dress Regional Airport" with "Evansville Regional Airport."

*Fort Wayne, IN:* The airspace description is revised by changing the "Fort Wayne Municipal Airport" to the "Fort Wayne International Airport."

*Flint, MI:* The airspace description is revised by changing the name of the "Flint Bishop International Airport" to "Bishop International Airport."

*Toledo, OH:* The airspace description is revised by changing the name of the "Toledo-Express Airport" to the "Toledo Express Airport."

**FAA Region: New England**

*Windsor Locks, CT:* The airspace description is revised by replacing all references to "Skylark Airport" with "Skylark Airpark."

**FAA Region: Southern**

*Pensacola Naval Air Station, FL:* The airspace description is revised by replacing the name "Navy Pensacola Airport, Forrest Sherman Field" with "Pensacola NAS, Forrest Sherman Field."

*Lexington, KY:* The airspace description is revised by changing the name of "Lexington Blue Grass Airport" to "Blue Grass Airport."

*Fayetteville, NC:* The airspace description is revised by changing the name of "Fayetteville Municipal/Grannis Field" to "Fayetteville Regional/Grannis Field."

*Greensboro, NC:* The airspace description is revised by changing the name of "Greensboro/Piedmont Triad International Airport" with "Piedmont International Airport."

*Nashville International Airport, TN:* The airspace description is revised by replacing the one remaining reference to "Nashville Metropolitan Airport" to "Nashville International Airport."

**FAA Region: Southwest**

*Little Rock, AR:* The airspace description is revised by replacing the name "Adams Field, Little Rock" with "Little Rock, Adams Field."

to "Cable Airport."

*San Bernardino, Norton Air Force Base, CA:* The airspace description is revised by changing the name of "Redlands Airport" to "Redlands Municipal Airport."

*San Jose, CA:* The airspace description is revised by replacing references to "Oakland VOR" with "Oakland VORTAC."

Revisions to proposed airspace areas by updating a geographic position:

#### FAA Region: Great Lakes

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Toledo, OH		
Toledo Express Airport .....	lat. 41°35'15"N., ..... long. 83°48'19"W. ....	lat. 41°35'12"N., ..... long. 83°48'28"W. ....

#### FAA Region: Southern

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Raleigh-Durham, NC:		
Raleigh-Durham International Airport .....	lat. 35°52'39"N., ..... long. 78°47'15"W. ....	lat. 35°52'39"N., ..... long. 78°47'16"W. ....

#### FAA Region: Southwest

Name and Airport or Facility	Proposed Geographic Position	Revised Geographic Position
Name and Airport or Facility		
Little Rock, AR:		
Little Rock Adams Field .....	lat. 34°44'48"N., ..... long. 92°13'27"W. ....	lat. 34°43'44"N., ..... long. 92°13'28"W. ....
Will Rogers World Airport, OK:		
Downtown Airpark .....	lat. 36°26'57"N., ..... long. 97°31'58"W. ....	lat. 35°25'57"N., ..... long. 97°31'58"W. ....
Midland, TX:		
Midland International Airport .....	lat. 31°56'33"N., ..... long. 102°12'06"W. ....	lat. 31°56'33"N., ..... long. 102°12'05"W. ....

In addition, the FAA proposed to modify the airspace descriptions of the Anchorage International Airport, Alaska ARSA by combining: (1) the Anchorage International Airport Control Zone; (2) the Anchorage International Airport ARSA; and (3) the International Segment of the Anchorage Special Air Traffic Rules Area. The FAA received no comments on this proposal. The FAA will revise the Anchorage International Airport, Alaska ARSA as proposed by amending § 501 of FAA Handbook 7400.7 and the corresponding airspace description in Subpart C of FAA Order 7400.9, which is effective September 16, 1993.

The FAA also proposed to modify the Chicago, Midway Airport, Illinois ARSA by lowering the ceiling so that it does not overlap the floor of the Chicago, O'Hare International Airport, Illinois TCA. No comments were received on this proposal. The FAA will revise the Chicago, Midway Airport, Illinois ARSA, as proposed by amending § 501 of FAA Handbook 7400.7 and the corresponding airspace description in Subpart C of FAA Order 7400.9, which is effective September 16, 1993.

Under the Airspace Reclassification final rule, the airspace descriptions for control zones and transition areas are set forth as Class D and Class E airspace areas in Subparts D and E of FAA Order 7400.9, *Airspace Reclassification*, effective September 16, 1993, which is also incorporated by reference in 14 CFR 71.1. These descriptions are not listed in the CFR and are not set forth in the full text of this final rule. Subsequent to the final agency coordination resulting in the issuance of the final rule for Airspace Reclassification (56 FR 65638), the FAA reviewed various airspace descriptions for TCAs and ARSAs. As a result of this review, the FAA made editorial, non-substantive revisions to those airspace descriptions. With the exception of the revisions to the surface area of the Anchorage, Alaska ARSA, these revisions either changed the name of the airspace description, the language of the legal description of the airspace, or the language for charting purposes. These revisions did not change the dimensions of the affected airspace areas, nor did they alter the substantive provisions of the final rule. The FAA intends, therefore, to include these revisions as part of this rulemaking action. This action is necessary to correct expeditiously the final rule issued on December 17, 1991, and to clarify regulatory requirements.

The airspace descriptions for TCAs and ARSAs are not found in the CFR and were not set forth in the full text of the final rule. The complete listing for all TCAs and ARSAs can be found in §§ 401 and 501 of FAA Handbook 7400.7, *Compilation of Regulations*, effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1. The amended airspace descriptions will subsequently be published in the Handbook 7400.7—Supplement. The airspace descriptions for TCAs and ARSAs are set forth as Class B and Class C airspace areas in Subparts B and C of FAA Order 7400.9, *Airspace Reclassification*, which is also incorporated by reference in 14 CFR 71.1.

#### **Paperwork Reduction Act**

No approval pursuant to the Paperwork Reduction Act of 1980 (Pub. L. 96-511) is needed for this rule, because there are no requirements for information collection associated with this rule.

#### **Regulatory Evaluation Summary**

This section summarizes the regulatory evaluation prepared by the FAA. The regulatory evaluation provides more detailed information on estimates of the potential economic consequences of this final rule. This summary and the evaluation quantify, to the extent practicable, the estimated costs of the rule to the private sector, consumers, and Federal, State, and local governments, and also the anticipated benefits.

Executive Order 12291, dated February 17, 1981, directs Federal agencies to promulgate new regulations or modify existing regulations only if potential benefits to society for each regulatory change outweigh potential costs. The order also requires the preparation of a Regulatory Impact Analysis of all "major" rules except those responding to emergency situations or other narrowly defined exigencies. A "major" rule is one that is likely to result in an annual effect on the economy of \$100 million or more, a major increase in consumer costs, or a significant adverse effect on competition.

The FAA has determined that this rule is not "major" as defined in the executive order; therefore, a full regulatory impact analysis, which includes the identification and evaluation of cost-reducing alternatives to the rule, has not been prepared. Instead, the agency has prepared a more concise document termed a "regulatory evaluation," that analyzes only this rule without identifying alternatives. In addition to a summary of the regulatory evaluation, this section contains a final regulatory flexibility determination required by the 1980 Regulatory Flexibility Act (P.L. 96-354) and an international trade impact assessment. If readers desire more detailed economic information than this summary contains, then they should consult the regulatory evaluation contained in the docket.

This rule and the final rule for Airspace Reclassification are essentially part of the general rulemaking effort by the FAA to reclassify U.S. airspace. The Airspace Reclassification final rule represents the policy action and this rule represents the procedural action of accomplishing the airspace reclassification for terminal airspace. The Airspace Reclassification final rule was implemented first, and it has accounted for the costs of modifying the charts (including symbol changes) and the benefits of enhanced safety and airspace simplification that otherwise would have been reflected in this rule. The FAA recognizes

costs imposed on the FAA by this rule is part of the \$1.9 million (discounted) estimate of the Airspace Reclassification Rule. However, this rule is not expected to impose costs on either aircraft operators (in terms of the inconvenience of having to engage in two-way radio communications with Air Traffic Control or additional circumnavigation) or on society (in terms of lowered safety). This assessment of no costs imposed on either aircraft operators or society is based on an evaluation of each of the four areas that this rule will affect. These four areas are discussed below.

(1) Control zones and associated transition areas for the primary airports of TCAs or ARSAs.

This requirement will not impose any additional requirements for aircraft operators in either TCAs or ARSAs. The adjustments of the lateral boundaries and vertical limits of control zones and associated transition areas for the primary airports of TCAs or ARSAs will be essentially the same as what exists today.

(2) Control zones and associated transition areas for airports with operating control towers not associated with the primary airports of TCAs or ARSAs.

This requirement will not impose any additional requirements for aircraft operators in either TCAs or ARSAs. Control zones for airports with operating control towers not associated with TCAs or ARSAs have been reviewed according to the revised criteria to ensure that terminal IFR operations are contained within the control zones. The modifications include provisions for satellite airports without operating control towers to be excluded from control zones as long as aviation safety is not jeopardized.

This component of the rule will add relief to aircraft operators. Under existing rules, there is a communication requirement when operating within an airport traffic area which extends from the surface up to but not including 3,000 feet above the airport. The FAA is requiring that control zones terminate at an altitude that will accommodate terminal operations under IFR. In most cases, this is 2,500 feet above the surface, rounded to the nearest 100-foot increment, and expressed in MSL. This component of the rule will relieve operators of the need to circumnavigate or the inconvenience of having to engage in two-way radio communications with Air Traffic Control because 500 feet of additional airspace will be available to VFR operators without two-way radio communication requirements. These control zones still will be indicated on aeronautical charts by a segmented blue line.

(3) Control zones and associated transition areas for airports without operating control towers.

As noted previously for the other components of the rule, this action will not impose any additional costs on either aircraft operators or society. This component is procedural in nature. The control zones will extend upward from the surface and terminate at the overlying or adjacent controlled airspace.

(4) Transition areas not associated with control zones.

This component of the rule is procedural in nature and will not impose additional costs on either aircraft operators or society. Transition areas that are not associated with control zones have been reviewed under the revised criteria to ensure that terminal IFR operations are contained in the transition areas.

The cost to the FAA associated with this Terminal Airspace Reconfiguration rule is included in the \$1.9 million cost estimate of the Airspace Reclassification Rule. As discussed above, this is because the FAA's administrative costs, which include modification of manuals, charts, and training materials, have already been accounted for in the Airspace Reclassification Rule. For a detailed discussion of how these costs were derived, the reader is directed to the final regulatory evaluation of the Airspace Reclassification final rule. A brief discussion explaining each of these costs is presented below.

(1) *Aeronautical Charts*

The Terminal Airspace Reconfiguration rule will result in modifications to the aeronautical charts because of lateral and vertical boundaries of control zones with towers will be modified and shown on the charts, whereas control zones without towers will be deleted from the charts. All of these changes have already been included as part of the estimated \$1.2 million for the Airspace Reclassification final rule.

(2) *Air Traffic Training Courses*

The cost of revising the courses used to instruct air traffic controllers in terminal airspace reconfigured areas is part of an estimated \$52,000 (discounted) in controller training costs. This includes developing

are being converted to nautical miles as part of the Airspace Reclassification Rule. The terminal airspace reconfiguration rule will share some of the \$1,200 (discounted) cost to complete this conversion.

### **Benefits**

The rule is expected to generate total incremental benefits in the form of enhanced safety and operational efficiency to the aviation community by ensuring that the potential benefits of the Airspace Reclassification final rule materialize as expected. A brief discussion of most of those safety and operational efficiency benefits is provided below.

The FAA believes that the simplified classification in this rule and the Airspace Reclassification final rule will reduce airspace complexity and thereby enhance safety by reducing a possible source of confusion to pilots. This airspace reclassification mirrors the new ICAO airspace designations, except there will be no Class F in the United States. This rule and the Airspace Reclassification final rule will also increase safety in the United States because foreign pilots operating aircraft in U.S. airspace will be familiar with the airspace designations and classification system.

Another simplification that is expected to help increase airspace safety is the change to correlate the class of controlled airspace currently termed a control zone to the airspace of the surrounding area. Presently, there are several types of designated airspace around an airport which makes it difficult for pilots and controllers to determine how the areas are classified and which requirements apply. After the reclassification the terminology will be simplified.

The conversion of statute mile designations to nautical mile designations is intended to further simplify operations. Because the instruments on board the aircraft are calibrated in nautical miles and aviation charts have representations in nautical miles, this change will eliminate the need for pilots to convert between nautical and statute miles. This simplification will help pilots and controllers to improve their understanding of the airspace designations in Part 71.

### **Conclusion**

This final rule is not expected to impose costs on either aircraft operators (in terms of additional equipment or additional circumnavigation) or society (in terms of lowered safety). This rule will impose additional administrative duties on the FAA. However, the costs required to perform those duties have already been accounted for in the Airspace Reclassification Rule. The FAA administrative costs imposed by this rule are part of the \$1.9 million (discounted) estimate derived for the Airspace Reclassification Rule. The rule will ensure that a simpler, more efficient, and more uniform airspace system materializes as prescribed under the Airspace Reclassification final rule. This action in turn will ultimately result in increased safety to the aviation community. Thus, the FAA contends that the benefits of the rule are greater than its costs.

### **International Trade Impact Assessment**

This rule will only affect airspace inside of the United States, and it will not impose any adverse operating requirements on foreign aircraft operators. A number of foreign aircraft operators are already operating under airspace requirements similar to those contained in this rule and those requirements in the U.S. Airspace Reclassification Rule. By September 16, 1993, virtually all foreign aircraft operators will be operating in airspace classified similar to those requirements in this rule and those requirements outlined in the U.S. Airspace Reclassification Rule (based largely, if not entirely, on ICAO's airspace reclassification). Also, this rule will have no affect on the sale of foreign aviation products or services in the United States, nor will it affect the sale of United States products or services in foreign countries.

### **Final Regulatory Flexibility Determination**

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Government regulations. The RFA requires agencies

The regulations herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this regulation will not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

### **Conclusion**

For reasons discussed in the preamble, and based on the findings in the Regulatory Evaluation Determination and the International Trade Impact Analysis, the FAA has determined that this regulation is not a major rule under Executive Order 12291. In addition, the FAA certifies that this regulation will not have a significant economic impact on a substantial number of small business entities under the criteria of the Regulatory Flexibility Act. This regulation is not considered significant under Order DOT 2100.5, Policies and Procedures for Simplification, Analysis, and Review of Regulations. A regulatory evaluation of the regulation, including a Regulatory Flexibility Determination and Trade Impact Analysis, has been placed in the docket. A copy may be obtained by contacting the person identified under "FOR FURTHER INFORMATION CONTACT."

### **The Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends Part 71 of the Federal Aviation Regulations (14 CFR 71) effective October 15, 1992.

The authority citation for Part 71 continues to read as follows:

*Authority:* 49 U.S.C. App. 1348(a), 1354(a), 1510; Executive Order 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

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**EFFECTIVE DATE:** This amendment is effective as of October 14, 1992 through September 15, 1993.

**FOR FURTHER INFORMATION CONTACT:** Mr. William Mosley, Air Traffic Rules Branch (ATP-230), Airspace Rules and Aeronautical Information Division, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9251.

**SUPPLEMENTARY INFORMATION:**

**Background**

The Terminal Airspace Reconfiguration Final Rule (FR 38962; August 27, 1992) amends the Federal Aviation Regulations (FAR) in pertinent part by revising all control zones and transition areas effective October 15, 1992. Specifically, the revisions will modify the lateral and vertical dimensions of the control zones. The FAA intended to decrease the vertical limits so as to prepare for the transition to Class D airspace and the accompanying communications requirement becoming effective September 16, 1993. The modification of the vertical limits of control zones at towered airports not associated with a terminal control area (TCA) or airport radar service area (ARSA), however, will significantly reduce the amount of airspace within which clearance for special visual flight rules (SVFR) operations can be issued. This unforeseen result could cause a negative impact on the efficient use of airspace at such airports. To illustrate, when the meteorological conditions preclude VFR flight, operations in the airspace above the revised vertical limits would have to be conducted under instrument flight rules. It was not the intent of the FAA in promulgating the Airspace Reclassification Rule (FR 65638; December 17, 1991) or the Terminal Airspace Reconfiguration Rule (FR 38962; August 27, 1992) to cause this impact. The FAA is initiating rulemaking action via a notice of proposed rulemaking (NPRM) to relieve this inadvertent impact under the Airspace Reclassification Rule effective September 16, 1993. However, in the interim, the FAA will delay the effective date of the new vertical limits in Alaska to mitigate any loss of efficiency during the rule-making process.

**The Rule**

The effective date of October 15, 1992, as it pertains to the vertical limits of the control zones, is changed to September 16, 1993 for the following airports in Alaska: Anchorage International; Bethel; Bryant AHP; Eielson AFB; Elmendorf AFB; Fort Wainwright AAF; Fairbanks International; Galena; Juneau; Kenai; King Salmon; Kodiak; Lake Hood; Merrill Field; and Shemya. Control zones are published in Section 71.171 of Handbook 7400.7 effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1. The control zones listed in this document will be published subsequently in the Handbook.

This action continues the current authority of air traffic control to issue clearances for SVFR operations in certain control zones in Alaska up to, but not including, 14,500 feet MSL and does not place any new restriction or requirements on the public or impede the relieving of any regulatory burdens that the Airspace Reclassification Rule or the Terminal Airspace Reconfiguration Rule will bring about. Further, this amendment does not make any changes in the dimensions or operating requirements of the airspace listings incorporated by reference in Part 71 that were not previously proposed, but merely leaves in place the existing vertical limits. Consequently, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The FAA has determined that this action: (1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Because this action merely delays the effective date of the vertical limits of 15 control zones in Alaska as contained in FAA Order 7400.7, the FAA finds that good cause exists, pursuant to 5 U.S.C. 553(d), for making the amendment effective in less than 30 days.





# ROUTES, CONTROLLED AIRSPACE, REPORTING POINTS, JET ROUTES, AND AREA HIGH ROUTES

## Subpart A—General

Source: Airspace Docket No. 80-AWA-18, (46 FR 403, 1/2/81) effective for each subpart, unless otherwise noted.

### § 71.1 Applicability.

[The complete listing for all Federal airways, area low routes, controlled airspace, reporting points, jet routes, and area high routes can be found in FAA Order 7400.7, Compilation of Regulations, which was last published as of April 30, 1991, and effective November 1, 1991. Superseding Subparts F, G, K, and L of FAA Order 7400.7, the descriptions of control zones, transition areas, terminal control areas, and airport radar service areas can be found in FAA Order 7400.7—Supplement, effective October 15, 1992. The incorporation by reference of FAA Order 7400.7 was approved by the Director of the *Federal Register* in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The approval to incorporate by reference FAA Order 7400.7 and subsequent updates is effective as of December 17, 1991 through September 15, 1993. During the incorporation by reference period, proposed individual changes to the listings of Federal airways, area low routes, controlled airspace, reporting points, jet routes, and area high routes will be published in full text as proposed rule documents in the *Federal Register*. Amendments to the listings of Federal airways, area low routes, controlled airspace, reporting points, jet routes, and area high routes will be published in full text as final rules in the *Federal Register*. Periodically, the final rule amendments will be integrated into a revised edition of the compilation and submitted to the Director of the *Federal Register* for approval for incorporation by reference in this section. Copies of FAA Order 7400.7 and 7400.7—Supplement may be obtained from the Document Inspection Facility, APA-220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591, (202) 267-3484. Copies of FAA Order 7400.7 and 7400.7—Supplement may be inspected

in Docket Numbers 24456 and 26852, respectively, at the Federal Aviation Administration, Office of the Chief Counsel, AGC-10, room 915G, 800 Independence Avenue, SW., Washington, D.C. 20591, weekdays between 8:30 a.m. and 5:00 p.m., or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, D.C. This section is effective as of December 17, 1991, through September 15, 1993.]

(Amdt. 71-6, Eff. 6/25/70); (Amdt. 71-7, Eff. 7/22/70); (Amdt. 71-10, Eff. 3/14/85); (Amdt. 71-14, Eff. 12/17/91); (Amdt. 71-15, Eff. 3/19/92); [(Amdt. 71-16, Eff. 10/15/92)]

### § 71.3 Classification of Federal airways.

Federal airways are classified as follows:

- (a) Colored Federal airways:
  - (1) Green Federal airways.
  - (2) Amber Federal airways.
  - (3) Red Federal airways.
  - (4) Blue Federal airways.
- (b) VOR Federal airways.

### § 71.5 Extent of Federal airways.

(a) Each Federal airway is based on a centerline that extends from one navigational aid or intersection to another navigational aid (or through several navigational aids or intersections) specified for that airway.

(b) Unless otherwise specified in subpart B or C—

(1) Each Federal airway includes the airspace within parallel boundary lines 4 miles each side of the centerline. Where an airway changes direction, it includes that airspace enclosed by extending the boundary lines of the airway segments until they meet.

(2) Where the changeover point for an airway segment is more than 51 miles from either of

(11) The changeover point is not midway between the navigational aids, the airway includes the airspace between lines diverging at angles of 4.5° from the centerline at the navigational aid more distant from the changeover point, and extending until they intersect with the bisector of the angle of the centerlines at the changeover point; and between lines connecting these points of intersection and the navigational aid nearer to the changeover point.

(3) Where an airway terminates at a point or intersection more than 51 miles from the closest associated navigational aid it includes the additional airspace within lines diverging at angles of 4.5° from the centerline extending from the associated navigational aid to a line perpendicular to the centerline at the termination point.

(4) Where an airway terminates, it includes the airspace within a circle centered at the specified navigational aid or intersection having a diameter equal to the airway width at that point. However, an airway does not extend beyond the domestic/oceanic control area boundary.

(c) Unless otherwise specified in subpart B or C—

(1) Each Federal airway includes that airspace extending upward from 1,200 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that Federal airways for Hawaii have no upper limits. Variations of the lower limits of an airway are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless oth-

sections along each VOR Federal airway described in subpart C. Unless otherwise specified, the centerline of an alternate VOR Federal airway and the centerline of the corresponding segment of the main VOR Federal airway are separated by 15°.

(e) A Federal airway does not include the airspace of a prohibited area.

(Amdt. 71-3, Eff. 4/26/65); (Amdt. 71-5, Eff. 6/3/69)

## § 71.6 Extent of area low routes.

(a) Each area low route is based on a centerline that extends from one waypoint to another waypoint (or through several waypoints) specified for that area low route. An area low route does not include the airspace of a prohibited area. All mileages specified in connection with area low routes are nautical miles.

(b) Unless otherwise specified in subpart J, the following apply:

(1) Except as provided in paragraph (b)(2) of this section, each area low route includes, and is limited to, that airspace within parallel boundary lines 4 or more miles on each side of the route centerline as described in the middle column of the following table, plus that additional airspace outside of those parallel lines and within lines drawn outward from those parallel lines at angles of 3.25°, beginning at the distance from the tangent point specified in the right-hand column of the following table:

Miles from reference facility to tangent point	Miles from centerline to parallel lines	Miles from tangent point along parallel lines to vortices of 3.25° angles
Less than 17 .....	4	51.
17 to, but not including 27 .....	4	50.
27 to, but not including 33 .....	4	49.
33 to, but not including 38 .....	4	48.
38 to, but not including 43 .....	4	47.
43 to, but not including 47 .....	4	46.
47 to, but not including 51 .....	4	45.
51 to, but not including 55 .....	4	44.

66 to, but not including 68	4	38.
68 to, but not including 70	4	37.
70 to, but not including 72	4	36.
72 to, but not including 74	4	35.
74 to, but not including 76	4	34.
76 to, but not including 78	4	33.
78 to, but not including 79	4	32.
79 to, but not including 81	4	31.
81 to, but not including 83	4	30.
83 to, but not including 84	4	29.
84 to, but not including 86	4	28.
86 to, but not including 87	4	27.
87 to, but not including 88	4	26.
88 to, but not including 89	4	25.
89 to, but not including 91	4	24.
91 to, but not including 92	4	23.
92 to, but not including 93	4	22.
93 to, but not including 94	4	21.
94 to, but not including 95	4	19.
95 to, but not including 96	4	18.
96 to, but not including 97	4	17.
97 to, but not including 98	4	15.
98 to, but not including 99	4	13.
99 to, but not including 100	4	11.
100 to, but not including 101	4	8.
101 to, but not including 102	4	0 (i.e., at tangent point).
102 to, but not including 105	4	0 (i.e., at tangent point).
105 to, but not including 115	4.25	0 (i.e., at tangent point).
115 to, but not including 125	4.50	0 (i.e., at tangent point).
125 to, but not including 135	4.75	0 (i.e., at tangent point).
135 to, but not including 145	5.00	0 (i.e., at tangent point).
145 to, but not including 150	5.25	0 (i.e., at tangent point).

(2) Each area low route, whose centerline is at least 2 miles, and not more than 3 miles from the reference facility, includes, in addition to the airspace specified in paragraph (b)(1) of this section, that airspace on the reference facility side of the centerline that is within lines connecting the point that is 4.9 miles from the tangent point on a perpendicular line from the centerline through the reference facility, thence to the edges of the boundary lines described in paragraph

(b)(1) of this section, intersecting those boundary lines at angles of  $5.15^\circ$

(3) Where an area low route changes direction, it includes that airspace enclosed by extending the boundary lines of the route segments until they meet.

(4) Where the widths of adjoining route segments are unequal, the following apply:

(i) If the tangent point of the narrower segment is on the route centerline, the width of the narrower segment includes that additional

additional airspace within 1 mile from the lateral extremity of the wider segment where the route segments join, thence toward the tangent point until reaching the point where the narrower segment terminates or changes direction, or until intersecting the boundary of the narrower segment.

(5) Where an area low route terminates, it includes that airspace within a circle whose center is the terminating waypoint, and whose diameter is equal to the route segment width at that waypoint, except that an area low route does not extend beyond the domestic/oceanic control area boundary.

(6) Each area low route includes that airspace extending upward from 1,200 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that area low routes for Hawaii have no upper limits. Variations of the lower limits of an area low route are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the route segment between adjoining waypoints used in the description of the route.

(7) The airspace of an area low route within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

(Amdt. 71-7, Eff. 7/22/70)

#### **§ 71.7 Control areas.**

Control areas consist of the airspace designated in subparts B, C, E, and J, but do not include the continental control area. Unless otherwise designated, control areas include the airspace between a segment of a main VOR Federal airway and its associated alternate segments with the vertical extent of the area corresponding to the vertical extent of the related segment of the main airway.

(Amdt. 71-7, Eff. 7/22/70)

#### **§ 71.9 Continental control area.**

The Continental Control Area consists of the airspace at and above 14,500 feet MSL overlying the 48 contiguous States including the waters within

(a) The airspace less than 1,500 feet above the surface of the earth; or

(b) Prohibited and restricted areas, other than restricted areas listed in subpart D of this part.

(Airspace Doc. 69-AL-5, Eff. 4/2/70); (Airspace Doc. 70-WA-11, Eff. 4/30/70); (Amdt. 71-9, Eff. 7/28/75); (Amdt. 71-12, Eff. 12/27/88)

#### **§ 71.11 Control zones.**

【The control zones listed in subpart F of FAA Order 7400.7 (incorporated by reference, see § 71.1) consist of controlled airspace which, unless otherwise specified, extends upward from the surface of the earth and terminates at the base of the continental control area. Unless otherwise specified, control zones that do not underlie the continental control area have no upper limit. A control zone may include one or more airports and is normally a circular area with extensions as necessary to include instrument approach paths.】

(Amdt. 71-4, Eff. 7/27/68); 【(Amdt. 71-14, Eff. 10/15/92)】

#### **§ 71.12 Terminal control areas.**

The terminal control areas listed in subpart K of this part consist of controlled airspace extending upward from the surface or higher to specified altitudes, within which all aircraft are subject to operating rules and pilot and equipment requirements specified in Part 91 of this chapter. Each such location includes at least one primary airport around which the terminal control area is located.

(Amdt. 71-6, Eff. 6/25/70); (Amdt. 71-8, Eff. 7/20/73); (Amdt. 71-11, Eff. 1/12/89)

#### **§ 71.13 Transition areas.**

The transition areas listed in subpart G consist of controlled airspace extending upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed; or from 1,200 feet or more above the surface of the earth when designated in conjunc-

altitudes, within which all aircraft are subject to operating rules and equipment requirements specified in Part 91 of this chapter. Each location listed includes at least one primary airport around which the airport radar service area is located.

(Amdt. 71-10, Eff. 3/14/85)

**§ 71.15 Positive control areas.**

The positive control areas listed in subpart H consist of controlled airspace within which there is positive control of aircraft.

**§ 71.17 Reporting points.**

(a) The reporting points listed in subpart I consist of geographic locations, in relation to which the

including the airways or direction of flight in the designation of geographical location.

(c) Unless otherwise specified, place names appearing in the reporting point descriptions indicate VOR or VORTAC facilities identified by those names.

(Amdt. 71-13, Eff. 8/18/90)

**§ 71.19 Bearings; radials; miles.**

【All bearings and radials in this part are true and are applied from point of origin and all mileages in this part are stated as nautical miles.】

【(Amdt. 71-14, Eff. 10/15/92)】



## AND REPORTING POINTS

**Note: The following material becomes effective September 16, 1993.**

### **Subpart A—General; Class A Airspace**

*Source: Docket No. 24456, (56 FR 65638), December 17, 1991.*

#### **§ 71.1 Airspace classification.**

*[The complete listing of these airspace designations can be found in FAA Order 7400.9, Airspace Reclassification, which is effective September 16, 1993. Superseding Subparts B, C, and D, and section 71.71(b), Subpart E, of FAA Order 7400.9, the descriptions of Class B, C, and D airspace and of control zones without air traffic control towers (Class E) can be found in FAA Order 7400.7—Supplement. The incorporation by reference of FAA Order 7400.9 was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The approval to incorporate by reference FAA Order 7400.9 and subsequent updates is effective as of September 16, 1993, through September 15, 1994. During the incorporation by reference period, proposed individual changes to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and airways, routes, and reporting points will be published in full text as proposed rule documents in the Federal Register. Amendments to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and airways, routes, and reporting points will be published in full text as final rules in the Federal Register. Periodically, the final rule amendments will be integrated into a revised edition of the compilation and submitted to the Director of the Federal Register for approval for incorporation by reference in this section. Copies of FAA Order 7400.9 and 7400.7—Supplement may be obtained from the Document Inspection Facility, APA-220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591, (202) 267-3484. Copies of FAA Order 7400.9 and 7400.7—Supplement*

*may be inspected in Docket Numbers 24456 and 26852, respectively, at the Federal Aviation Administration, Office of the Chief Counsel, AGC-10, room 915G, 800 Independence Avenue, SW., Washington, D.C. 20591, weekdays between 8:30 a.m. and 5:00 p.m. or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, D.C.]*

*(a) The airspace assignments described in this subpart are designated as Class A airspace areas.*

*(b) The airspace assignments described in Subpart B are designated as Class B airspace areas.*

*(c) The airspace assignments described in Subpart C are designated as Class C airspace areas.*

*(d) The airspace assignments described in Subpart D are designated as Class D airspace areas.*

*(e) The airspace assignments described in Subpart E are designated as Class E airspace areas.*

*(f) Airspace not assigned in Subpart A, B, C, D, E, or H of this part is uncontrolled airspace and is designated as Class G airspace.*

*[(Amdt. 71-16, Eff. 9/16/93)]*

#### **§ 71.3 [Reserved]**

#### **§ 71.5 Reporting points.**

*The reporting points listed in Subpart H of FAA Order 7400.9 (incorporated by reference, see § 71.1) consist of geographic locations at which the position of an aircraft must be reported in accordance with Part 91 of this chapter.*

#### **§ 71.7 Bearings, radials, and mileages.**

*All bearings and radials in this part are true and are applied from point of origin and all mileages in this part are stated as nautical miles.*

*G airspace;*

*(2) Class B airspace is more restrictive than Class C, Class D, Class E, or Class G airspace;*

*(3) Class C airspace is more restrictive than Class D, Class E, or Class G airspace;*

*(4) Class D airspace is more restrictive than Class E or Class G airspace; and*

*(5) Class E is more restrictive than Class G airspace.*

**§ 71.31 Class A airspace.**

*The airspace descriptions contained in § 71.33 of this part and the routes contained in Subpart*

*(a) That airspace of the United States, including that airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous states, from 18,000 feet MSL to and including FL600 excluding the states of Alaska and Hawaii, Santa Barbara Island, Farallon Island, and the airspace south of latitude 25°04'00'' North.*

*(b) That airspace of the State of Alaska, including that airspace overlying the waters within 12 nautical miles of the coast, from 18,000 feet MSL to and including FL600 but not including the airspace less than 1,500 feet above the surface of the earth and the Alaska Peninsula west of longitude 160°00'00'' West.*









